



State of Vermont
Policy, Planning & Intermodal Development Division
Policy, Planning and Research Bureau
Development Review & Permitting Services Section
One National Life Drive
Montpelier, VT 05633-5001
vtrans.vermont.gov

Agency of Transportation

[phone] 802-828-2653
[fax] 802-828-2456
[ttd] 800-253-0191

July 08, 2015

Shattuck Hill Investments, LLC
Jeffrey L. Davis
2 Church Street, 5th Floor
Burlington, VT 05401

Subject: Derby, US5, L.S. 0000+00 ~ 0004+75 LT & RT

Dear Mr. Davis:

Your application for a permit to work within the State Highway right-of-way to perform road improvements associated adjacent to the City of Newport's class 1 Town Highway for the construction of a left and right turn lane, new access and traffic signal system in the class 1 Town Highway, at the location indicated, has been processed by this office and is enclosed.

Authorization to proceed to construction shall be contingent on the receipt of the following documents prior to or on the day of the preconstruction meeting between the Permit Holder and/or their representatives, the Contractor and VTrans representatives;

- A surety in the form of a bond or irrevocable letter of credit in the amount equal to the estimated construction costs – to remain in effect for 90 days after the Agency's final inspection and acceptance of the work,
- the Contractor's signature as a co-applicant to the Agency's 19 V.S.A. §1111 Permit submitted for the referenced project,
- A pavement design and details approved by VTrans for full depth re-construction adhering to the VTrans Pavement Design Guide.
- A copy of the contract project plans and specifications, including all revisions and modifications required by the Agency and or the City of Newport.
- An executed Finance and Maintenance agreement between the State of Vermont and the City of Newport.
- An executed State Highway and Access Permit for any sewer work proposed in the State Highway between the State of Vermont and the Town of Derby.

A preconstruction meeting to discuss work to be completed must be held prior to the Permit Holder's employees or contractor beginning work. The Permit Holder is required to notify the District Transportation Administrator at (802) 334-7934 and the VTrans Permitting Services Section at (802) 498-7055 a minimum of 5 working days in advance of such meeting.

Please contact the District Transportation Office #9 prior to starting work in the state highway right-of-way. The telephone number in Derby is (802) 334-7934.

Sincerely,

Nathan Covey
Permit Coordinator
Permitting Services

Enclosures

cc: District Transportation Office #9
Ruggiano Engineering Inc
District Environmental Coordinator #7
VTrans Construction Section - Ron Gray

SPECIAL CONDITIONS

Authorization to proceed to construction shall be contingent on the receipt of the following documents prior to or on the day of the preconstruction meeting between the Permit Holder and/or their representatives, the Contractor and VTrans representatives;

- **A surety in the form of a bond or irrevocable letter of credit in the amount equal to the estimated construction costs – to remain in effect for 90 days after the Agency's final inspection and acceptance of the work,**
- **the Contractor's signature as a co-applicant to the Agency's 19 V.S.A. §1111 Permit submitted for the referenced project,**
- **A pavement design and details approved by VTrans for full depth re-construction adhering to the VTrans Pavement Design Guide.**
- **A copy of the contract project plans and specifications, including all revisions and modifications required by the Agency and or the City of Newport.**
- **An executed Finance and Maintenance agreement between the State of Vermont and the City of Newport.**
- **An executed State Highway and Access Permit for any sewer work proposed in the State Highway between the State of Vermont and the Town of Derby.**

This permit is granted subject to the restrictions and conditions on the back of the permit, with particular attention given to the Special Conditions listed below. This permit pertains only to the authority exercised by the Vermont Agency of Transportation (Agency) under Vermont Statutes Annotated, Title 19, Section 1111, and does not relieve the Permit Holder from the requirements of otherwise applicable statutes, rules, regulations or ordinances (e.g., Act 250, zoning, etc.). The Permit Holder shall observe and comply with all Federal and State laws and local bylaws, ordinances, and regulations in any manner affecting the conduct of the work and the action or operation of those engaged in the work, including all orders or decrees as exist at present and those which may be enacted later by bodies or tribunals having jurisdiction or authority over the work, and the Permit Holder shall defend, indemnify, and save harmless the State and all its officers, agents, and employees against any claim or liability arising from or based on the violation of any such law, bylaws, ordinances, regulations, order, or decree, whether by the Permit Holder in person, by an employee of the Permit Holder, by a person or entity hired by the Permit Holder, or by a Subcontractor or supplier.

This permit is one of three being issued for work associated with the project entitled, "Shattuck Hill Investments, LLC". Please refer to VTrans permits #39696 and # 39621.

The Permit Holder shall accomplish all work under this permit in accordance with the contract plans, to be submitted prior to the scheduling of the projects pre-construction meeting. The plans shall be those revised and modified from the attached plans received July 1, 2015.

Permit holder shall continue to adhere to all conditions outlined in the Traffic Mitigation Agreement by and among SHATTUCK HILL INVESTMENTS, LLC and the STATE OF VERMONT AGENCY OF TRANSPORTATION ("VTrans") and the NORTHEASTERN VERMONT DEVELOPMENT ASSOCIATION

Shattuck Hill Investments, LLC
Derby, US5, L.S. 0000+00 ~ 0004+75 LT & RT
July 01, 2015
Page 2 of 7

(“NVDA”).

A preconstruction meeting to discuss work to be completed must be held prior to the Permit Holder's employees or contractor beginning work. The Permit Holder is required to notify the District Transportation Administrator at (802) 334-7934 and the VTrans Permitting Services Section at (802) 498-7055, a minimum of 5 working days in advance of such meeting.

The permit holder shall complete the road build out after the concrete slabs are removed, subbase is fixed and the 2 inches of pavement is paved by the City of Newport. The road build out is including but not limited to paving to complete the pavement design criteria, pavement markings and all incidental items.

Please note that Municipalities and the Vermont Agency of Transportation are not members of Dig Safe. The Permit Holder shall contact Tim Sweeney at (802) 279-0585. They will need to locate and mark all existing buried utility facilities owned by the Agency near the location of the proposed work. The permit holder shall also contact the municipalities to mark all existing buried utility facilities.

The Permit Holder is advised that the Agency has a sign project on US Route 5/ VT 105 named BARTON-DERBY STPG Sign (46) and a paving project on US 5 named NEWPORT CITY STP 2704(1). Coordination and adjustments may be necessary with activities associated with work under this project and any other Agency project so as to cause no undue delay in traffic or to the Contractor of these VTrans projects along the highway corridor. Coordination shall be made through the Agency's Project Inspectors.

All materials and construction practices shall be in accordance with the Vermont Agency of Transportation *2011 Standard Specifications for Construction*, with the latest amendments and all applicable Vermont Agency of Transportation Standard Drawings.

The Permit Holder shall provide VTrans Permitting Services with a copy of as-built drawings no later than 30 days following the projects final inspection approval.

The Permit Holder shall be provide all construction submittals for the pay items being used as outlined in the Vermont Agency of Transportation *2011 Standard Specifications for Construction*, with the latest amendments to the VTrans project inspector prior to the beginning of construction.

The Permit Holder shall be provide all quantities for future material sampling and testing for the pay items being used as outlined in the Vermont Agency of Transportation *2011 Standard Specifications for Construction*, with the latest amendments to the VTrans project inspector prior to the beginning of construction.

The Permit Holder shall arrange for and provide inspection and material testing by qualified engineering personnel and testing laboratories to ensure that all work conforms to Agency standards and the design plans. All results shall be provided to the Agency Project Inspector. Any materials or

Shattuck Hill Investments, LLC
Derby, US5, L.S. 0000+00 ~ 0004+75 LT & RT
July 01, 2015
Page 3 of 7

tests failing Agency standards may be required to be removed and replaced in their entirety at the owner's expense.

The Permit Holder shall have a Public Relations Specialist assigned to address inquiries, questions and provided notification to the public of project activity, as deemed necessary. The Permit Holder and/or their assignee shall keep the Agency's Project Inspector apprised of the project schedule; specifically, any changes related to traffic control, major construction activities and other milestones as deemed necessary by the Agency's Project Inspector.

The Agency reserves the right to retain material items removed from State highway right-of-way and which are deemed property of the State. These items may include but are not limited to pavement grindings, signage, traffic and pedestrian signal system components and street lighting. These items shall be delivered to the Agency's District Transportation Office in Derby, or other specified location by the Agency, by the Permit Holder and/or their agent. Items not salvaged for State use shall be removed and appropriately disposed of by the Permit Holder and/or their Contractor at their expense.

The Permit Holder shall be responsible for the coordination, in advance of construction, of all necessary utility relocations so as not to delay the project construction. This includes both aerial and underground utilities and temporary and permanent relocation work required to address various traffic control phases. This permit does not cover work performed by utility companies and/or their contractors, a separate 19 V.S.A. §1111 Permit shall be required from the utility owners if utility relocation work within the State highway right-of-way is needed.

The Permit Holder shall contact the Agency's Motor Vehicles' Oversize Permit Section prior to construction to notify them of any roadway restrictions associated with the project construction; this includes but is not limited to restricted travel widths less than 14 feet in width.

Upon completion of the work, the Permit Holder shall be responsible to schedule and hold a final inspection. The Permit Holder is required to notify the District Transportation Administrator five (5) working days in advance of such inspection.

Roadway shoulder areas must be maintained free of unnecessary obstructions, including parked vehicles, at all times while work is being performed under this permit.

The Permit Holder shall use methods that will minimize the tracking of material onto state highways. If tracking does occur, it will be immediately cleaned up so that the safety of highway users is not compromised.

All grading within the State Highway right-of-way associated with the proposed construction shall be subject to inspection and approval by the District Transportation Administrator or his or her staff. The Permit Holder shall be responsible for ensuring that all grading work in or on the State Highway right-of-way complies with applicable statutes, rules, regulations or ordinances.

The Permit Holder shall replace any disturbed state property bounds. These bounds must be reset by a land surveyor licensed in the State of Vermont.

In areas to be grass covered, the Permit Holder shall restore turf by preparing the area and applying the necessary topsoil, limestone, fertilizer, seed, and mulch, all to the satisfaction of the District Transportation Administrator. The Permit Holder shall be responsible for ensuring that all turf restoration work in or on the State Highway right-of-way is in compliance with applicable statutes, rules, regulations or ordinances.

The Permit Holder must install temporary pavement prior to weekend shutdown after completion of backfilling where an open cut excavation has been made through a roadway subject to vehicular traffic or where construction for any roadway widening for turn lanes has been brought to grade. The temporary pavement shall consist of, at least, 2 inches of compacted bituminous concrete. Temporary pavement shall be properly maintained and shall be replaced with permanent pavement prior to completion of the project or suspension of work for the winter season.

The placement, size, shape, and color of all signage and pavement markings must be in accordance with the most recent editions of the MUTCD (Manual on Uniform Traffic Control Devices) and Vermont standards. All existing pavement markings that become disturbed or overlaid with pavement shall be replaced by the Permit Holder with "in kind" (durable or paint) markings to the satisfaction of the District Transportation Administrator. The Permit Holder shall bear all costs associated with this work.

All existing signs, posts, and other traffic control devices shall be maintained within the U.S. Route 5 right-of-way. If any sign assemblies need to be relocated temporarily, they shall be moved as short a distance as possible. Sign assemblies are to be relocated back to their original positions as soon as possible. Any damage by the Contractor to existing signs, posts, and/or bases shall be repaired or replaced at the expense of the Contractor and to the satisfaction of the District Transportation Administrator.

The Permit Holder must backfill all open trenches or pits at the end of each day. With permission from the District Transportation Administrator, trenches or pits may be left open for short periods of time if properly protected. In no case shall trenches or pits be left open over a weekend. The Permit Holder shall be responsible for ensuring that all trench or pit work in or on the State Highway right-of-way is in compliance with applicable statutes, rules, regulations or ordinances.

The Permit Holder shall promptly and unconditionally pay for full repair and restoration of any and all damages to existing underground utility facilities (meaning any underground pipe, conduit, wire or cable, including appurtenances) that have been brought about by the execution of the permitted work. The Permit Holder also is required to pay for any costs to repair the highway following and resulting from any repairs to existing utilities occurring as a result of the work covered by this permit. Except with the specific, written permission of the Engineer, the Permit Holder or his or her contractor shall expose all underground facilities to verify their location and depth, at each location where the authorized boring or drilling work crosses a facility; and at reasonable intervals when closely paralleling a facility. Whenever possible, existing facilities should be crossed at a perpendicular angle. The Permit Holder shall be responsible for obtaining the modification of this permit, if necessary, for any additional survey work before initiating boring or drilling operations under the permit. The Agency will treat the Permit Holder's failure to fully, promptly, and conscientiously comply with all of conditions of this paragraph, including but not limited to the obligation to pay for repairs, as grounds for the Agency to refuse to grant any further requests by the Permit Holder for any other permits for subsurface work unless the

Shattuck Hill Investments, LLC
Derby, US5, L.S. 0000+00 ~ 0004+75 LT & RT
July 01, 2015
Page 5 of 7

Permit Holder furnishes irrevocable financial security, in a type and an amount deemed sufficient by the Agency in its sole discretion, prior to such future subsurface work.

The Permit Holder shall erect and maintain all necessary site erosion prevention and sediment control measures to maintain compliance with Vermont Water Quality Standards within the State Highway right-of-way. All exposed earth areas having erosion potential must be temporarily or permanently stabilized within seven (7) days of disturbance or as necessary to prevent sediment from entering the Agency's State Highway stormwater management system. Slopes steeper than 1:3 shall make use of appropriate erosion matting.

The Permit Holder shall verify the appropriate safety measures needed, prior to construction, so proper devices and/or personnel are available when and as needed. Traffic control devices, shall be in conformance with the MUTCD (Manual on Uniform Traffic Control Devices), Agency standards and any additional traffic control deemed necessary by the District Transportation Administrator. The Permit Holder's failure to utilize proper measures shall be considered sufficient grounds for the District Transportation Administrator to order cessation of the work immediately.

The Permit Holder will perform construction in such a way as to minimize conflicts with normal highway traffic. When two-way traffic cannot be maintained, the Permit Holder shall provide a sign package that conforms to the MUTCD (Manual on Uniform Traffic Control Devices) or Agency standards, as well as trained Flaggers. The District Transportation Administrator may require a similar sign package with trained Flaggers whenever it is deemed necessary for the protection of the traveling public. In addition, the District Transportation Administrator may require the presence of Uniform Traffic Officers (UTOs); moreover, the presence of UTOs shall not excuse the Permit Holder from its obligation to provide the sign package and Flaggers.

Prior to the start of construction, the Permit Holder and /or their Contractor shall submit the traffic control plan to be implemented to the Agency for review and approval; allow a minimum of ten days for review and approval of each submittal if more than one review is necessary. This plan shall also include ADA pedestrian access throughout the project area. If a speed limit reduction is proposed through the project area, a temporary speed certificate shall be submitted to the Agency for approval; allow a minimum of one week for review and approval of the certificate.

The Permit Holder shall ensure that all workers exposed to the risks of moving highway traffic and/or construction equipment wear high-visibility safety apparel meeting the requirements of ISEA (International Safety Equipment Association) "American National Standards for High-Visibility Safety Apparel," and labeled as ANSI (American National Standards Institute) 107-2004, or latest revisions, for Performance Class 2 or 3 requirements. A competent person - one designated by the Permit Holder's Contractor to be responsible for worker safety within the activity area of the State highway right-of-way - shall select the appropriate class of garment. The Engineer may suspend this permit until compliance is obtained.

Independence; Liability: The Permit Holder will act in an independent capacity and not as officers or employees of the State.

Shattuck Hill Investments, LLC
Derby, US5, L.S. 0000+00 ~ 0004+75 LT & RT
July 01, 2015
Page 6 of 7

The Permit Holder shall defend the State and its officers and employees against all claims or suits arising in whole or in part from any act or omission of the Permit Holder or of any agent of the Permit Holder. The State shall notify the Permit Holder in the event of any such claim or suit, and the Permit Holder shall immediately retain counsel and otherwise provide a complete defense against the entire claim or suit.

After a final judgment or settlement, the Permit Holder may request recoupment of specific defense costs and may file suit in the Washington Superior Court requesting recoupment. The Permit Holder shall be entitled to recoup costs only upon a showing that such costs were entirely unrelated to the defense of any claim arising from an act or omission of the Permit Holder.

The Permit Holder shall indemnify the State and its officers and employees in the event that the State, its officers or employees become legally obligated to pay any damages or losses arising from any act or omission of the Permit Holder.

Insurance: Before beginning any work under this Permit the Permit Holder must provide certificates of insurance to show that the following minimum coverages are in effect. It is the responsibility of the Permit Holder to maintain current certificates of insurance on file with the State for the duration of work under the Permit. No warranty is made that the coverages and limits listed herein are adequate to cover and protect the interests of the Permit Holder for the Permit Holder's operations. These are solely minimums that have been established to protect the interests of the State.

Workers Compensation: With respect to all operations performed under the Permit, the Permit Holder shall carry workers compensation insurance in accordance with the laws of the State of Vermont.

General Liability and Property Damage: With respect to all operations performed under the Permit, the Permit Holder shall carry general liability insurance having all major divisions of coverage including, but not limited to:

Premises - Operations
Products and Completed Operations
Personal Injury Liability
Contractual Liability

The policy shall be on an occurrence form and limits shall not be less than:

\$2,000,000 Per Occurrence
\$2,000,000 General Aggregate
\$2,000,000 Products/Completed Operations Aggregate
\$ 50,000 Fire/Legal Liability

Permit Holder shall name the State of Vermont and its officers and employees as additional insureds for liability arising out of this Permit.

Automotive Liability: The Permit Holder shall carry automotive liability insurance covering all motor vehicles,

Shattuck Hill Investments, LLC
Derby, US5, L.S. 0000+00 ~ 0004+75 LT & RT
July 01, 2015
Page 7 of 7

including hired and non-owned coverage, used in connection with the Permit. Limits of coverage shall not be less than: \$1,000,000 combined single limit.

Permit Holder shall name the State of Vermont and its officers and employees as additional insureds for liability arising out of this Permit.

PERMIT ID# 39647

FOR AGENCY USE ONLY

Town: Derby

Route: US 5

Mile Marker: 0.00 ~ 0.09 Both

Log Station: 0+00 ~ 4+75 Both

VERMONT AGENCY OF TRANSPORTATION
19 V.S.A. § 1111 PERMIT APPLICATION

Owner's/Applicant's Name, Address & Phone No. Shattuck Hill Investments, LLC.
2 Church Street, 5th Floor, Burlington, VT 05401

Co-Aplicant's Name, Address & Phone No. (if different from above) _____

The location of work (town, highway route, distance to nearest mile marker or intersection & which side)
U.S. Route 5 at the proposed Walmart project entrance just west of the U.S.

Description of work to be performed in the highway right-of-way (attach sketch) 5/Shattuck Hill Rd. Intersection
Widening of U.S. Route 5 to construct exclusive left and right turn lanes
into the project site; installation of a new traffic signal; construction
of the new access drive for the Shattuck Hill Investments project
including the new Walmart store

Property Deed Reference _____ Book: _____ Page: _____

(only required for Permit Application for access)

Is a Zoning Permit required? Yes ☒ No ☐ - If Yes, # 14-054

Is a 30 VSA § 248 permit required? Yes ☐ No ☐ - If Yes, # _____

Is an Act 250 permit required? Yes ☒ No ☐ - If Yes, # 7R0615 and amendments _____

Other permit(s) required? Yes ☐ No ☐ - If Yes, name and # of each _____

Date applicant expects work to begin Summer 2015

Owner/Applicant: Jeffrey L. Davis Position Title: Managing Member

(Print name above)

Sign in Shaded area: [Signature]

Date: 4/16/15

Co-Aplicant: _____

(Print name above)

Sign in Shaded area: _____

Date: _____

INSTRUCTIONS:

-Contact the Agency of Transportation Utilities and Permits Unit (802.828.2653) or your local area Agency Transportation Maintenance District to determine your issuing authority.

-Contact the issuing authority to determine what plans and other documents are required to be submitted with your 19 VSA § 1111 permit application.

-Complete this TA 210 Form (some information may not apply to you) and attach all necessary documents and submit it to the issuing authority. We require this application to be signed by the property owner or their legally authorized representative. **Original signatures are required on an original TA 210 Form.**

-The Owner/Applicant and Co-Aplicant (if applicable) declares under the pains and penalty of perjury that all information provided on this form and submitted attachments are to the best of their knowledge true and complete.

-If you have any questions contact the issuing authority.

PERMIT APPROVAL

This covers only the work described below: Permission is granted to work within the State Highway right-of-way to perform road improvements associated adjacent to the City of Newport's class 1 Town Highway for the construction of a left and right turn lane, new access and traffic signal system in the class 1 Town Highway, at the location indicated in accordance with the attached plan and permit special conditions.

The work is subject to the restrictions and conditions on the reverse page, plus the Special Conditions stated on the attached page(s).

Date work is to be completed December 1, 2015

Date work accepted: _____

By [Signature]
Authorized Representative for
Secretary of Transportation

Issued Date July 8, 2015

By: _____
DTA or Designee

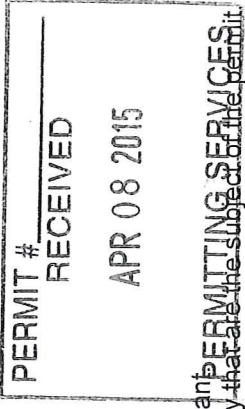
NOTICE: This permit covers only the Vermont Agency of Transportation's jurisdiction over this highway under Title 19 Section 1111 VSA. It does not release the petitioner from the requirements of any other statutes, ordinances, rules or regulations.

No work shall be done under this permit until the owner/applicant has contacted the District Transportation Office at:

District # 9 4611 US Route 5, Newport, Vermont 05855 (802) 334-7934

TA 210 January 1, 2013 (All previously dated editions are not valid)

RESTRICTIONS AND CONDITIONS



DEFINITIONS:

"Agency" means the Vermont Agency of Transportation.

"Engineer" means the authorized agent of the Secretary of Transportation.

"Owner/Applicant" means the party(s) to whom the permit is to be issued.

"Co-Applicant" means the party who performs the work, if other than Owner/Applicant.

"Permit Holder" means the party who currently owns the lands abutting the highway that are the subject of the permit.

GENERAL:

By accepting this permit, or doing any work hereunder, the Owner/Applicant agrees to comply with all of the conditions and restrictions and any imposed special conditions. If the Owner/Applicant is aggrieved by the restrictions and conditions or special conditions of the permit, they shall submit a written request for consideration to the Engineer prior to starting any work. No work will be authorized by the Agency, or performed under the permit, until the dispute is fully resolved.

Act No. 86 of 1987 (30 VSA Chapter 86) ("Dig Safe") requires that notice be given prior to making an excavation. It is suggested that the Permit Holder or his/her contractor telephone Dig Safe at 811 at least 48 hours before, and not more than 30 days before, beginning any excavation at any location. Additionally, before excavation and/or pavement grinding in or on the State Highway right-of-way, the Applicant's Contractor must contact the District Transportation Administrator to obtain/verify the location of Agency underground utility facilities or the absence thereof.

The Permit Holder is to have a supervisory representative present any time work is being done in or on the State Highway right-of-way. A copy of this permit and Special Conditions must be in the possession of the individual performing this work for the Permit Holder.

Except with the specific, written permission of the District Transportation Administrator, all work in the State highway right-of-way shall be performed during normal daylight hours and shall cease on Sunday, on all holidays (which shall include the day before and the day following), during or after severe storms, and between December 1 and April 15. These limitations will not apply for the purposes of maintenance, emergency repairs, or proper protections of the work which includes, but not limited to, the curing of concrete and the repairing and servicing of equipment.

The Owner/Applicant shall be responsible for all damages to persons or property resulting from any work done under this permit, even if the Applicant's Contractor performs the work. All references to the Owner/Applicant also pertain to the Co-Applicant. The Owner/Applicant must comply with all federal and state statutes or regulations and all local ordinances controlling occupancy of public highways. In the event of a conflict, the more restrictive provision shall apply.

The Owner/Applicant must, in every case where there is a possibility of injury to persons or property from blasting, use blasting mats and bags of sand, if necessary, to prevent the stone from scattering. All existing utility facilities shall be protected from damage or injury.

The Owner/Applicant shall erect and maintain barriers needed to protect the traveling public. The barriers shall be properly lighted at night.

The Owner/Applicant shall not do any work or place any obstacles within the state highway right-of-way, except as authorized by this permit.

The Owner/Applicant may pay the entire cost of the salary, subsistence and traveling expenses of any inspector appointed by the Engineer to supervise such work.

The Engineer may modify or revoke the permit at any time for safety-related reasons, without rendering the Agency or the State of Vermont liable in any way.

In addition to any other enforcement powers that may be provided for by the law, the Engineer may suspend this permit until compliance is obtained. If there is continued use or activity after suspension, the Engineer may physically close the work area and take corrective action to protect the safety of the highway users.

The Permit Holder shall be responsible to rebuild, repair, restore and make good all injuries or damage to any portion of the highway right-of-way that has been brought about by the execution of the permitted work, for a minimum period of eighteen (18) months after final inspection by the District.

Any variance from approved plans is to be recorded on "as-builts" with copies provided to both the Chief of Utilities and Permits and the District Transportation Administrator.

ACCESS:

This permit (if for access) does not become effective until the owner/applicant records in the office of the appropriate municipal clerk, the attached "Notice of Permit Action"

As development occurs on land abutting the highways, the Agency may revoke a permit for access and require the construction of other access improvements such as the combination of access points by adjoining owners.

Under Title 19, Section 1111, Vermont Statutes Annotated, no deed purporting to subdivide land abutting a state highway can be recorded unless all the abutting lots so created are in accordance with the standards of Section 1111.

The Permit Holder acknowledges and agrees that neither this permit nor any prior pattern of use creates an ownership interest or other form of right in a particular configuration or number of accesses to or through the highway right-of-way, and that the right of access consists merely of a right to reasonable access the general system of streets, and is not a right to the most convenient access or any specific configuration of access.

DRAINAGE:

The Owner/Applicant shall install catch basins and outlets as may be necessary, in the opinion of the Engineer, to preclude interference with the drainage of the state highway. Direct connections shall not be allowed without written approval.

UTILITY WORK; CUTTING AND TRIMMING TREES:

The Owner/Applicant shall obtain the written consent of the adjoining owners or occupants or, in the alternative, an order from the State Transportation Board in accordance with Title 30, Section 2506, Vermont Statutes Annotated, regarding cutting of or injury to trees.

In general, all utilities shall be located adjacent to the highway right-of-way boundary line and shall be installed without damaging the highway or the highway right-of-way. No pole, push-brace, guy wire or other aboveground facilities shall be placed closer than 10 feet to the edge of traveled-way. If the proposed utility facilities are in conflict with the above, each location is subject to the approval of the Engineer.

Poles and appurtenances shall be located out of conflict with ditches and culverts.

Where the cutting or trimming of trees is authorized by permit, all debris resulting from such cutting and trimming shall be removed from the highway right-of-way.

Open cut excavation for highway crossings is NOT the option of the Applicant, and may be utilized only where attempted jacking, drilling, or tunneling methods fail or are impractical. The Owner/Applicant shall obtain an appropriate modification of the highway permit from the Engineer before making an open cut.

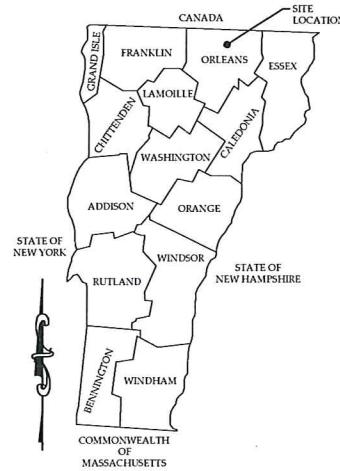
JOINT PERMITS:

A joint permit application is required when more than one party will be involved with the construction, maintenance, and/or operation of the facility being constructed under this permit. Examples include, but are not limited to, joint ownership or occupancy of a utility pole line and construction of a municipal utility line by a contractor. Both utility companies, and in the second case, the municipality and the contractor, must be joint applicants.

VAOT STANDARDS

LATEST REVISION DATE

JUNE 1, 1994	B-5	SLOPE GRADING, EMBANKMENTS, MUCK
MARCH 3, 2003	D-20	HIGHWAY CROSSING SLEEVES FOR UNDERGROUND UTILITIES
MARCH 1, 2004	E-119	UTILITY WORK ZONE
AUGUST 8, 1995	E-120	STANDARD SIGN PLACEMENT - EXPRESSWAY AND FREEWAY
AUGUST 8, 1995	E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD
MARCH 16, 2004	E-123	GUIDE SIGN PLACEMENT MISC. DETAILS
FEBRUARY 1, 2000	E-126	TYPICAL FREEWAY INTERCHANGE SIGNING
AUGUST 8, 1995	E-127	ROUTE MARKINGS AT RURAL INTERSECTIONS
AUGUST 8, 1995	E-133	SERVICE SIGN DETAILS
AUGUST 8, 1995	E-135	INTERSTATE ROUTE MARKER SIGN DETAIL
AUGUST 8, 1995	E-136A	U.S. ROUTE MARKER SIGN DETAILS
AUGUST 8, 1995	E-136B	STATE ROUTE MARKER SIGN DETAILS
AUGUST 30, 1996	E-140	REGULATORY SIGN DETAILS
SEPTEMBER 20, 1995	E-142	REGULATORY SIGN DETAILS
JUNE 15, 2004	E-143	REGULATORY SIGN DETAILS
MARCH 29, 1999	E-144	REGULATORY SIGN DETAILS
DECEMBER 23, 1994	E-145A	REGULATORY SIGN DETAILS - LANE USE CONTROL SIGNS
SEPTEMBER 20, 1995	E-146	REGULATORY SIGN DETAILS
MAY 1, 2004	E-150	WARNING SIGN DETAILS
MAY 1, 2004	E-152	WARNING SIGN DETAILS
AUGUST 9, 1995	E-171A	TRAFFIC CONTROL SIGNALS - GENERAL NOTES & DETAILS
AUGUST 9, 1995	E-171B	TRAFFIC CONTROL SIGNALS - MISCELLANEOUS DETAILS
AUGUST 9, 1995	E-171C	TRAFFIC CONTROL SIGNALS - CANTILEVER MOUNTING DETAILS
AUGUST 9, 1995	E-173	PULL BOXES & JUNCTION BOXES
JUNE 8, 2009	E-175	POWER DROP STANCHIONS
FEBRUARY 1, 1999	E-191	PAVEMENT MARKING DETAILS
OCTOBER 12, 2000	E-192	PAVEMENT MARKING DETAILS
AUGUST 18, 1995	E-193	PAVEMENT MARKING DETAILS
AUGUST 6, 2012	T-1	TRAFFIC CONTROL GENERAL NOTES
AUGUST 6, 2012	T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING
AUGUST 6, 2012	T-17	TRAFFIC CONTROL MISCELLANEOUS DETAILS
AUGUST 6, 2012	T-28	CONSTRUCTION SIGN DETAILS
AUGUST 6, 2012	T-30	CONSTRUCTION SIGN DETAILS
AUGUST 6, 2012	T-35	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS
AUGUST 6, 2012	T-36	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS FOR PAVING
APRIL 9, 2014	T-43	FREEWAY-EXPRESSWAY DELINEATOR PLACEMENT
JANUARY 2, 2013	T-45	SQUARE TUBE SIGN POST AND ANCHOR

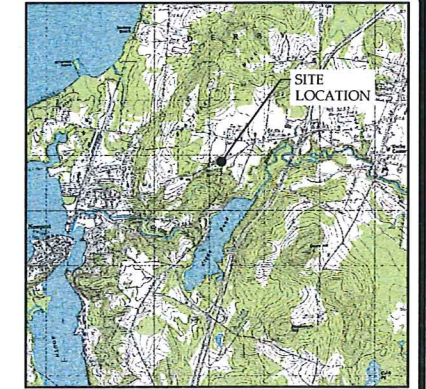


LIST OF DRAWINGS

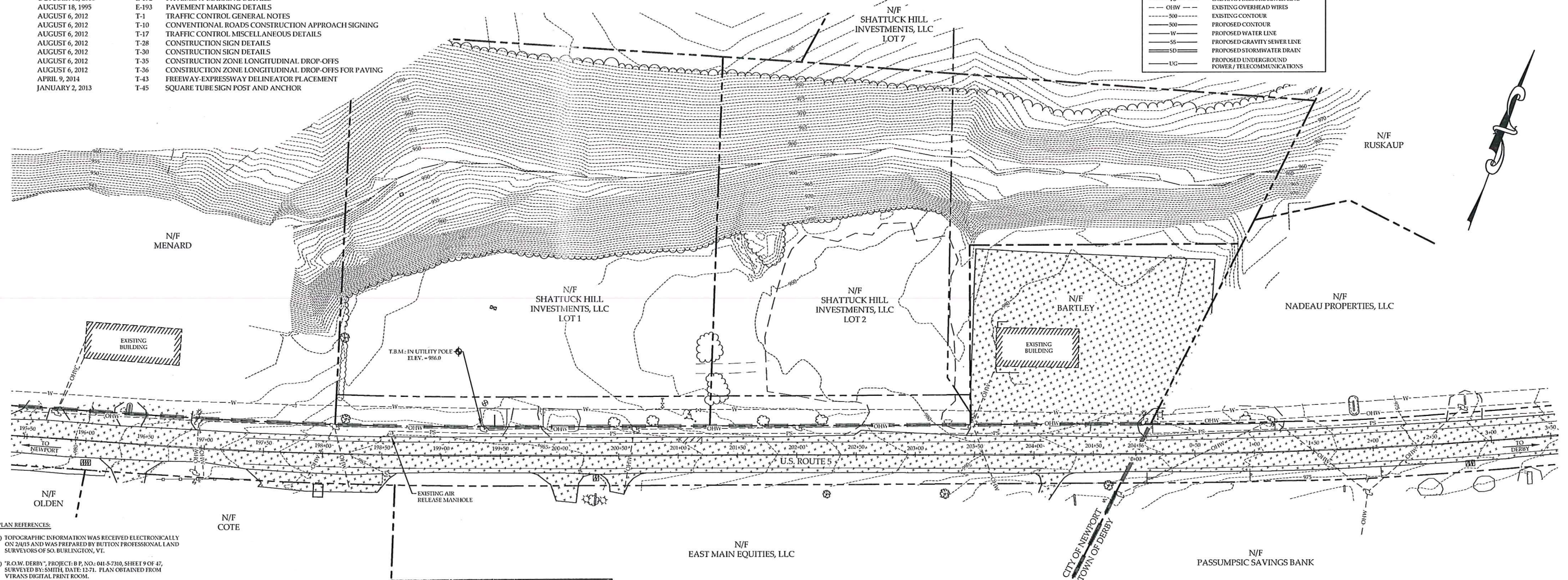
- C-1 EXISTING CONDITIONS PLAN
- C-2 PROPOSED OVERALL SITE PLAN
- C-3 PROPOSED SITE PLAN 'A'
- C-4 PROPOSED SITE PLAN 'B'
- C-5 TRAFFIC SIGNS & PAVEMENT MARKINGS 'A'
- C-6 TRAFFIC SIGNS & PAVEMENT MARKINGS 'B'
- C-7 TRAFFIC SIGNAL LAYOUT & NOTES
- C-8 CROSS SECTIONS
- C-9 CROSS SECTIONS
- C-10 CONSTRUCTION SIGNAGE PLAN
- C-11 DETAILS & MISCELLANEOUS NOTES
- C-12 SITE DETAILS

LEGEND

N/F	NOW OR FORMERLY OWNED BY
+	ELEVATION BENCHMARK
—	EXISTING CATCH BASIN
—	EXISTING WATER SHUT OFF
—	EXISTING GATE VALVE
—	PROPOSED GATE VALVE
—	EXISTING SIGN
—	PROPOSED SIGN
—	EXISTING BOLLARD
—	EXISTING UTILITY POLE & GUY WIRE
—	EXISTING UTILITY POLE W/LIGHT
—	EXISTING ELECTRIC METER
—	EXISTING HYDRANT
—	EXISTING SEWER MANHOLE
—	EXISTING MANHOLE
—	PROPOSED STORM DRAIN MANHOLE
—	PROPOSED FLOW SPLITTER
—	EXISTING MAILBOX
—	EXISTING LIGHT POLE
—	EXISTING TREE
—	EXISTING STOCKADE FENCE
—	EXISTING TREE LINE
—	PROPOSED TREE LINE
—	EXISTING SWALE CENTERLINE
—	EXISTING CITY/TOWN LINE
—	EXISTING PROPERTY LINE
—	EXISTING RIGHT OF WAY / EASEMENT
—	EXISTING WATER LINE
—	EXISTING GRAVITY SEWER LINE
—	EXISTING PRESSURE SEWER LINE
—	EXISTING OVERHEAD WIRES
—	EXISTING CONTOUR
—	PROPOSED CONTOUR
—	PROPOSED WATER LINE
—	PROPOSED GRAVITY SEWER LINE
—	PROPOSED STORMWATER DRAIN
—	PROPOSED UNDERGROUND POWER / TELECOMMUNICATIONS



NORTH
SITE LOCATION MAP
NOT TO SCALE



PLAN REFERENCES:

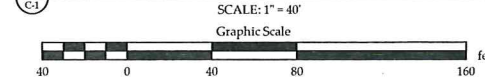
- 1) TOPOGRAPHIC INFORMATION WAS RECEIVED ELECTRONICALLY ON 2/4/15 AND WAS PREPARED BY BURTON PROFESSIONAL LAND SURVEYORS OF SO. BURLINGTON, VT.
- 2) "R.O.W. DERBY", PROJECT: B.P. NO. 041-5-7310, SHEET 9 OF 47, SURVEYED BY: SMITH, DATE: 12-71. PLAN OBTAINED FROM VTTRANS DIGITAL PRINT ROOM.

NOTES:

- 1) THIS DRAWING IS NOT A BOUNDARY SURVEY PLAT. BOUNDARY LINE INFORMATION SHOWN IS BASED ON PLAN REFERENCE #1. THE PROPERTY LINES, EASEMENTS AND OTHER REAL PROPERTY DESCRIPTIONS PROVIDED ON THIS DRAWING ARE FOR ILLUSTRATION PURPOSES ONLY. THEY DO NOT DEFINE LEGAL RIGHTS OR MEET LEGAL REQUIREMENTS FOR A LAND SURVEY AS DESCRIBED IN V.S.A. TITLE 27, SECTION 180 AND SHALL NOT BE USED IN LIEU OF A SURVEY AS THE BASIS OF ANY LAND TRANSFER OR ESTABLISHMENT OF ANY PROPERTY RIGHT.
- 2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING AND DETERMINING THE LOCATION, SIZE, AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES OR UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION. APPROPRIATE REMEDIAL ACTION SHALL BE TAKEN BEFORE PROCEEDING WITH THE WORK.
- 3) THIS TOPOGRAPHIC SURVEY WAS CONDUCTED WITHOUT THE BENEFIT OF "DIG SAFE" MARKINGS. UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND ARE NOT WARRANTED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT "DIG SAFE" BEFORE COMMENCING ANY WORK AND SHALL PRESERVE ALL EXISTING UTILITIES NOT SPECIFIED TO BE REMOVED OR ABANDONED AS PART OF THE PROJECT.

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EXISTING CONDITIONS PLAN



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REVISION: 07/01/15 - REVISED PLAN SET PER VTTRANS COMMENTS.

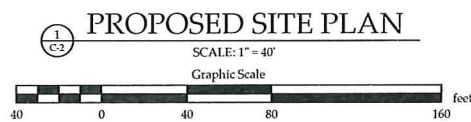
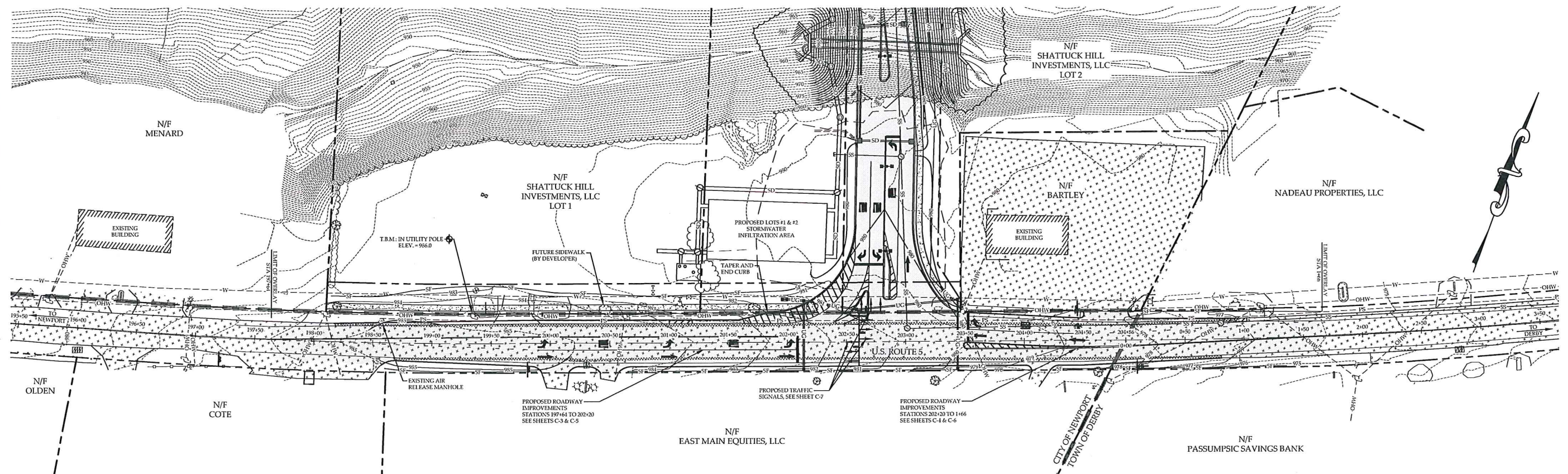
EXISTING CONDITIONS PLAN
SHATTUCK HILL INVESTMENTS, LLC
U.S. ROUTE 5 PROJECT ENTRANCE
DERBY, VERMONT

RUGGIANO
Engineering, inc.

5 LAKE STREET
ST. ALBANS, VERMONT 05478
PHONE - (802) 524-9300 FAX - (802) 524-9700
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SHEET NO.
C-1
1 OF 12 SHEETS



PAVEMENT HATCH KEY	
	EXISTING PAVEMENT
	SAW CUT AND REMOVE 2 FT. (MIN.) FROM EDGE OF EXISTING PAVEMENT AND INSTALL NEW SUBBASE MATERIAL AND PAVEMENT BASE COURSE TO MATCH EXISTING MATERIALS AND THICKNESSES - SEE CROSS SECTIONS.
	GRIND SURFACE OF EXISTING PAVEMENT, PREPARE SURFACE AND OVERLAY WITH NEW 1 1/2" SUPERPAVE (PER VTRANS 400) SURFACE COURSE OF PAVEMENT AND INSTALL NEW STRIPING. USE APPROVED PRODUCTS AND TACK ALL JOINTS AND SURFACES WITH LIQUID EMULSION PRIOR TO PAVING.

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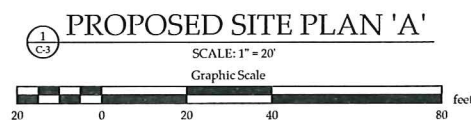
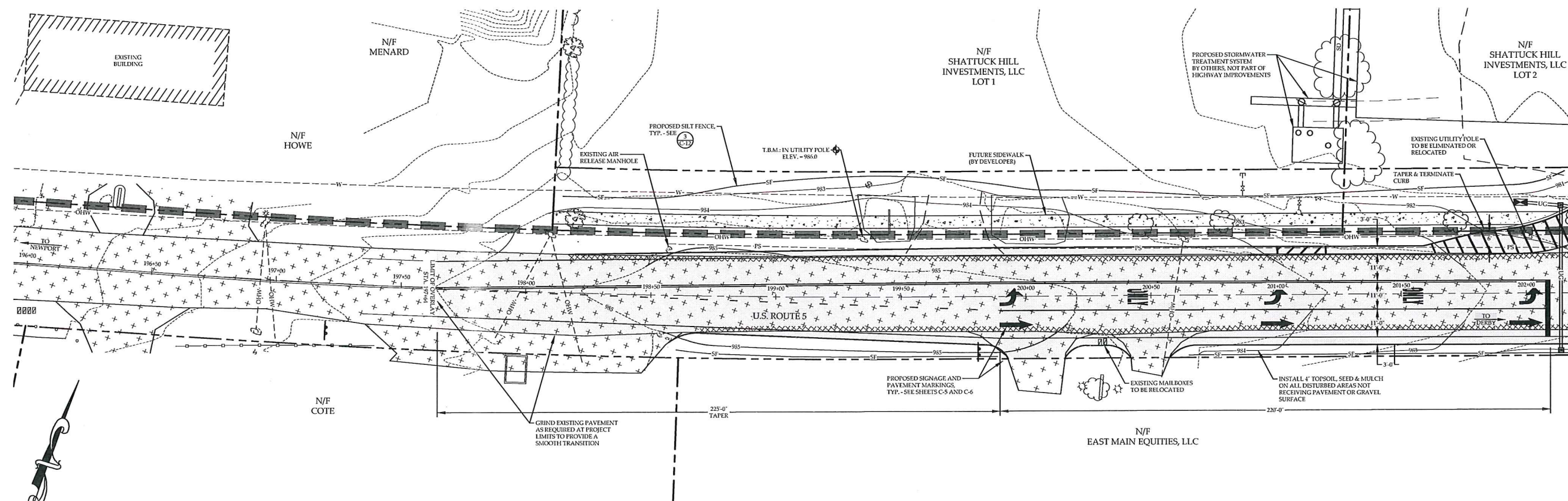
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 REVISION: 06/02/15 - REVISED PLAN SET PER VIRANS COMMENTS.
 REVISION: 05/13/15 - REVISED PLAN SET PER VIRANS COMMENTS.

PROPOSED OVERALL SITE PLAN
 SHATTUCK HILL INVESTMENTS, LLC
 U.S. ROUTE 5 PROJECT ENTRANCE
 DERBY, VERMONT

RUGGIANO
 engineering, inc.
 5 LAKE STREET
 ST. ALBANS, VERMONT 05478
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SHEET NO.
C-2
 2 OF 12 SHEETS



PAVEMENT HATCH KEY

- EXISTING PAVEMENT
- SAW CUT AND REMOVE 2 FT. (MIN.) FROM EDGE OF EXISTING PAVEMENT AND INSTALL NEW SUBBASE MATERIAL AND PAVEMENT BASE COURSE TO MATCH EXISTING MATERIALS AND THICKNESSES - SEE CROSS SECTIONS.
- GRIND SURFACE OF EXISTING PAVEMENT, PREPARE SURFACE AND OVERLAY WITH NEW 1 1/4\"/>

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 REVISION: 06/02/15 - REVISED PLAN SET PER VTRANS COMMENTS.
 REVISION: 05/13/15 - REVISED PLAN SET PER VTRANS COMMENTS.

PROPOSED SITE PLAN 'A'
 SHATTUCK HILL INVESTMENTS, LLC
 U.S. ROUTE 5 PROJECT ENTRANCE
 DERBY, VERMONT

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 engineering, inc.
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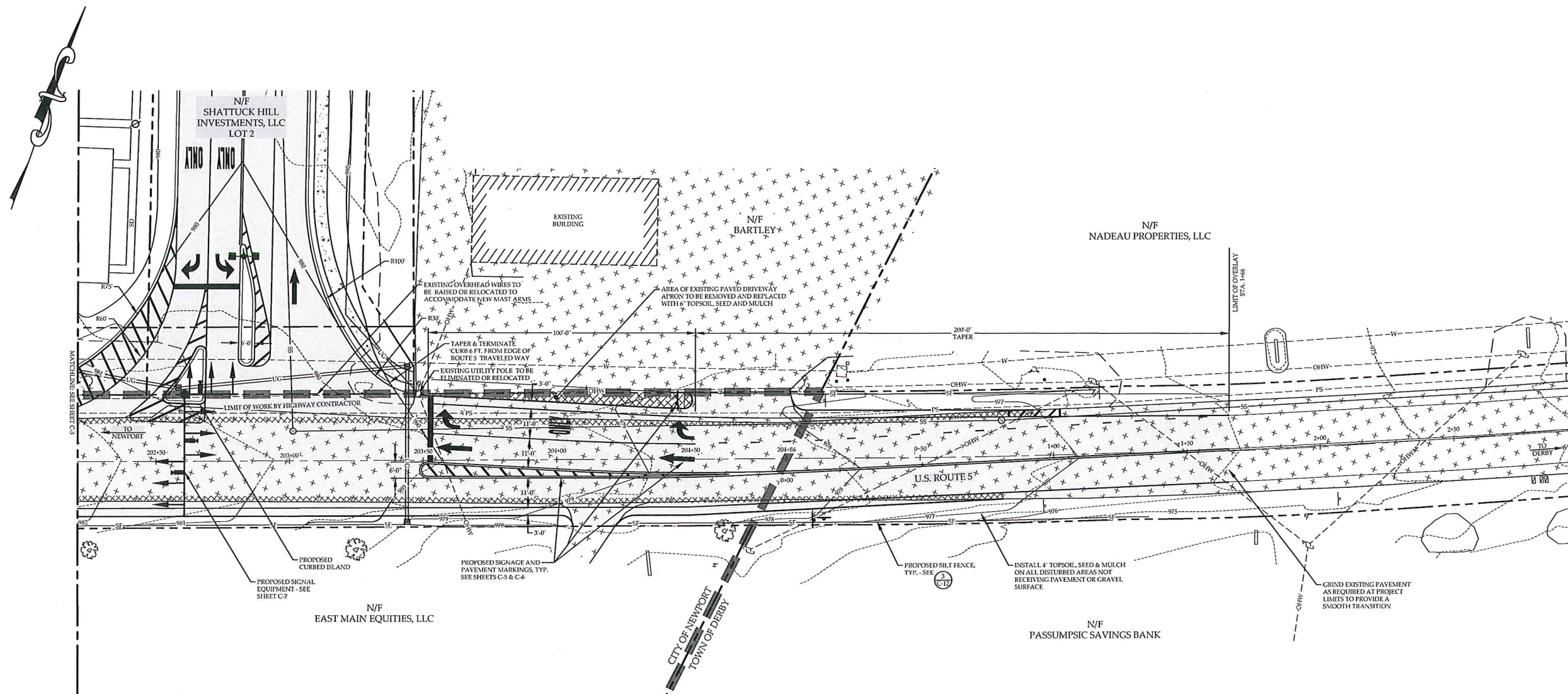
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SHEET NO.

C-3

3 OF 12 SHEETS

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PROPOSED SITE PLAN 'B'

SCALE: 1" = 20'

Graphic Scale

20 0 20 40 80 feet

PAVEMENT HATCH KEY

	EXISTING PAVEMENT
	SAW CUT AND REMOVE 2 FT. (MIN.) FROM EDGE OF EXISTING PAVEMENT AND INSTALL NEW SUBBASE MATERIAL AND PAVEMENT BASE COURSE TO MATCH EXISTING MATERIALS AND THICKNESSES - SEE CROSS SECTIONS.
	GRIND SURFACE OF EXISTING PAVEMENT, PREPARE SURFACE AND OVERLAY WITH NEW 1 1/4" SUPERPAVE (PER VTRANS 400) SURFACE COURSE OF PAVEMENT AND INSTALL NEW STRIPING. USE APPROVED PRODUCTS AND TACK ALL JOINTS AND SURFACES WITH LIQUID EMULSION PRIOR TO PAVING.

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 REVISION: 06/02/15 - REVISED PLAN SET PER VTRANS COMMENTS.
 REVISION: 05/11/15 - REVISED PLAN SET PER VTRANS COMMENTS.

PROPOSED SITE PLAN 'B'

SHATTUCK HILL INVESTMENTS, LLC

U.S. ROUTE 5 PROJECT ENTRANCE

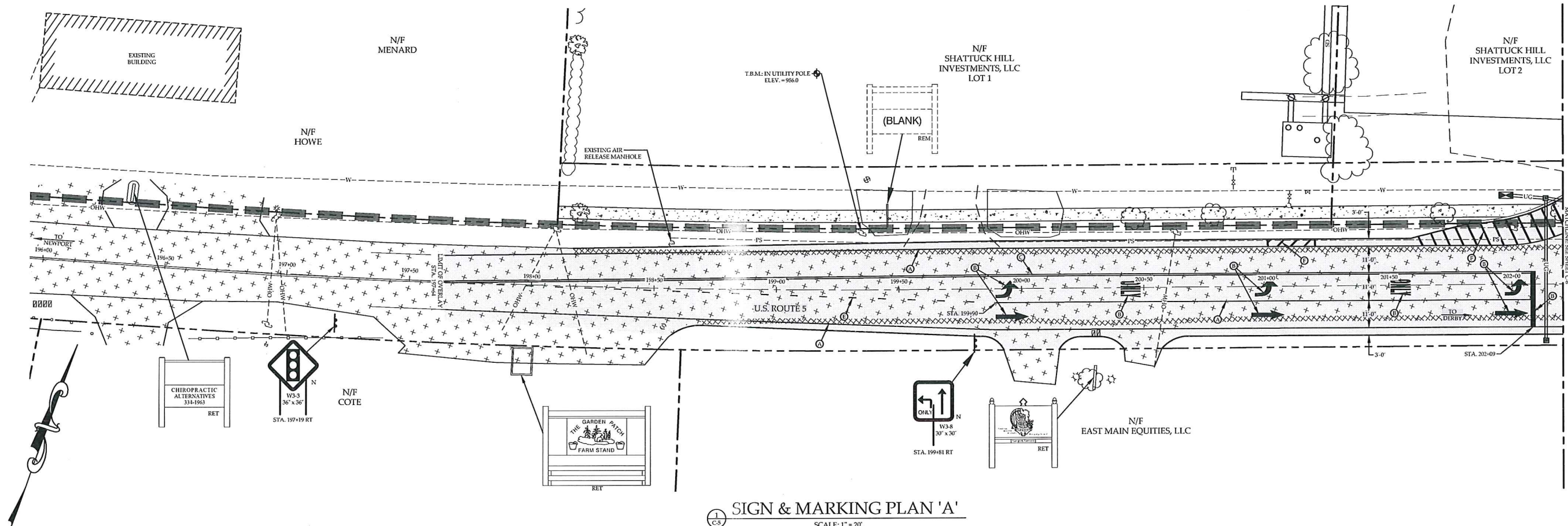
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SHEET NO.
C-4
4 OF 12 SHEETS



SIGN & MARKING PLAN 'A'
 SCALE: 1" = 20'
 Graphic Scale
 20 0 20 40 80 feet

ABBREVIATIONS:

MUTCD = MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, MOST RECENT EDITION
 TS = TRAVEL INFORMATION SIGNS
 VDOT = VERMONT AGENCY OF TRANSPORTATION
 VTTRANS = VERMONT AGENCY OF TRANSPORTATION
 DIA = DISTRICT TRANSPORTATION ADMINISTRATOR
 AASHTO = AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

PAVEMENT MARKING CRITERIA

- 1) ALL PERMANENT MARKINGS SHALL BE DURABLE.
- 2) ALL MARKINGS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND STANDARD E-191.

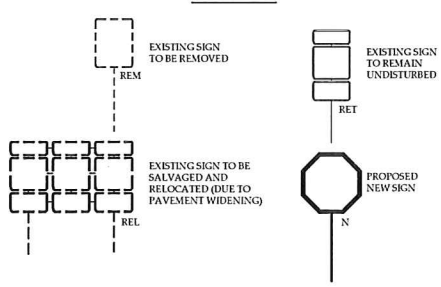
TYPES OF PAVEMENT MARKINGS

- ① DURABLE 4" WHITE LINE RECESSED THERMOPLASTIC OR POLYUREA
- ② DURABLE LETTER OR SYMBOL TYPE I TAPE INLAID
- ③ DURABLE 4" SOLID DOUBLE YELLOW LINES RECESSED THERMOPLASTIC OR POLYUREA
- ④ DURABLE 6" YELLOW LINE RECESSED THERMOPLASTIC OR POLYUREA
- ⑤ DURABLE 4" DOTTED WHITE LINE, RECESSED THERMOPLASTIC OR POLYUREA
- ⑥ DURABLE 6" WHITE LINE RECESSED THERMOPLASTIC OR POLYUREA

TRAFFIC SIGN AND POST CRITERIA

- ⚠ POST TYPE AND SIZE MUST BE DETERMINED FOR EACH SIGN INSTALLATION OR RELOCATION PER VTTRANS SPECIFICATIONS. CONTRACTOR SHALL SUBMIT DESIGN FOR APPROVAL.
- ⚠ REFER TO VDOT STANDARD SHEETS NOTED ON SHEET C-1.
- ⚠ SEE STANDARDS E-121, 123, AND 127 FOR POST DETAILS AND PLACEMENT.
- ⚠ SEE THE MUTCD FOR ADDITIONAL SIGNING REQUIREMENTS.
- ⚠ SIGNS ILLUSTRATED HEREON MAY NOT BE TO SCALE. REFER TO VDOT STANDARDS FOR SPECIFIC SIGN MOUNTING AND PLACEMENT DETAILS.
- ⚠ ALL NEW SIGNS SHALL HAVE ASTM TYPE III OR IV SHEETING.

SIGN LEGEND



GENERAL NOTES

- 1) THE CONTRACTOR SHALL BE RESPONSIBLE FOR COSTS ASSOCIATED WITH CONSTRUCTION LAYOUT.
- 2) THE CONTRACTOR SHALL FIELD VERIFY DEPTHS AND LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. UTILITY CONFLICTS (BOTH BELOW AND ABOVE GRADE) SHALL BE RESOLVED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE VERMONT AGENCY OF TRANSPORTATION.
- 3) ALL RIGHTS-OF-WAY, CONSTRUCTION EASEMENTS AND PERMANENT EASEMENTS NECESSARY FOR THE CONSTRUCTION AND MAINTENANCE OF THE ROADWAYS AND SIGNALS SHALL BE SECURED PRIOR TO THE START OF CONSTRUCTION AND SHALL BE DEEDED TO THE STATE OF VERMONT PRIOR TO ACCEPTANCE OF THE PROJECT.
- 4) ALL WORK WITHIN THE HIGHWAY RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE LATEST REVISIONS OF THE AGENCY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND THE LATEST STANDARD DRAWINGS.
- 5) ALL CONDUIT CROSSINGS OF STATE HIGHWAYS SHALL BE AS APPROVED IN THE HIGHWAY PERMIT CONDITIONS. GENERALLY, THE SLEEVE FOR CONDUITS MUST BE JACKED UNDER THE ROADWAY UNLESS PRIOR WRITTEN APPROVAL FOR TRENCHING IS OBTAINED FROM THE DIA. IF TRENCHING IS ALLOWED, BACKFILL MATERIAL SHALL BE THE SAME AS THAT EXCAVATED OR AS DIRECTED BY THE AGENCY INSPECTOR.
- 6) EXISTING SIGNS MAY BE SALVAGED AND RELOCATED, IF IN GOOD CONDITION. DAYTIME AND NIGHTTIME APPEARANCE SHOULD BE CHECKED. NEW POSTS WILL BE REQUIRED FOR ALL RELOCATED SIGNS.

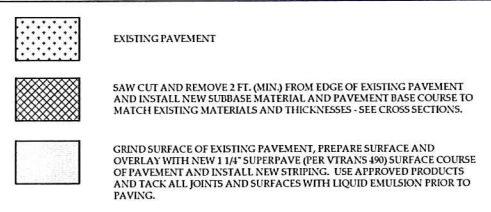
CONSTRUCTION NOTES:

- 1) THE CONTRACTOR SHALL CONTACT THE ENGINEER IMMEDIATELY WHENEVER CLARIFICATION OF ANY PORTION OF THE DESIGN DRAWINGS IS REQUIRED.
- 2) THE ENGINEER OR AN AUTHORIZED REPRESENTATIVE OF THE STATE OF VERMONT AGENCY OF TRANSPORTATION SHALL APPROVE ANY DEVIATIONS FROM THE APPROVED PLANS PRIOR TO THE CONTRACTOR MAKING ANY FIELD CHANGES.
- 3) PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL MARK THE LOCATIONS OF ALL EQUIPMENT (POLES, PULLBOXES, ETC.) IN THE FIELD. THE LOCATIONS SHALL BE REVIEWED AND APPROVED BY THE STATE APPROVED INSPECTOR PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES FROM THE APPROVED PLANS SHALL BE APPROVED BY THE TRAFFIC AND SAFETY DIVISION BEFORE CONSTRUCTION.
- 4) THE CONTRACTOR SHALL LOCATE AND PROTECT ALL PROPERTY AND RIGHT-OF-WAY MARKERS.
- 5) ALL RIGHTS-OF-WAY OR EASEMENTS REQUIRED SHALL BE OBTAINED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. IN ADDITION, ALL SIGNAL AND SIGN INSTALLATIONS SHALL BECOME THE PROPERTY OF THE CITY OF NEWPORT FOLLOWING ACCEPTANCE OF THE PROJECT.
- 6) THE CONTRACTOR SHALL KEEP AND PROVIDE THE ENGINEER WITH AN ACCURATE RECORD OF ALL FIELD CHANGES, TO BE INCORPORATED IN AS-BUILT DRAWINGS TO BE SUBMITTED TO THE STATE BEFORE ACCEPTANCE OF THE PROJECT.
- 7) SEE THE ACCESS PERMIT ISSUED BY THE VDOT UTILITIES DIVISION FOR ADDITIONAL REQUIREMENTS.
- 8) ALL CATCH BASIN GRATES, MANHOLE COVERS, GATE VALVE BOX COVERS, AND ANY OTHER UTILITY COVERS SHALL BE ADJUSTED TO CONFORM TO THE NEW PAVEMENT SURFACE, SHOWN OR NOT SHOWN ON THIS PLAN WITHIN THE LIMITS OF CONSTRUCTION ACTIVITY.
- 9) ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S PAVEMENT MARKING PLACEMENT GUIDELINE.

TRAFFIC CONTROL NOTES:

- 1) DURING CONSTRUCTION A MINIMUM OF ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT NIGHT, ON WEEKENDS AND HOLIDAYS, DURING PEAK TRAFFIC AND WHENEVER POSSIBLE DURING CONSTRUCTION. AT THE DISCRETION OF THE DISTRICT TRANSPORTATION ADMINISTRATOR (OR OTHER DESIGNATED AGENCY REPRESENTATIVE), UNIFORMED TRAFFIC CONTROL OFFICERS OR TRAINED FLAGPERSONS SHALL CONTROL TRAFFIC, WHENEVER REQUIRED.
- 2) TRAFFIC CONTROL SIGNING AND CHANNELIZING DEVICES SHALL BE IN ACCORDANCE WITH THE APPROPRIATE VTTRANS STANDARD DRAWINGS AND THE MUTCD. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.
- 3) AFTER SIGNAL INSTALLATION, ALL HEADS MUST BE COVERED UNTIL TURN ON.
- 4) APPROACH CONSTRUCTION SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD, EXCEPT DURING A WINTER SHUTDOWN. OTHER SIGNING SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE.
- 5) VARIATIONS IN THE SIGNING PACKAGES MAY BE DICTATED BY UNIQUE GEOMETRY AND/OR TRAFFIC CONDITIONS.
- 6) THE CONTRACTOR SHALL NOT WORK WITHIN THE HIGHWAY R.O.W. WITHOUT THE APPROPRIATE CONSTRUCTION SIGNING IN PLACE.

PAVEMENT HATCH KEY



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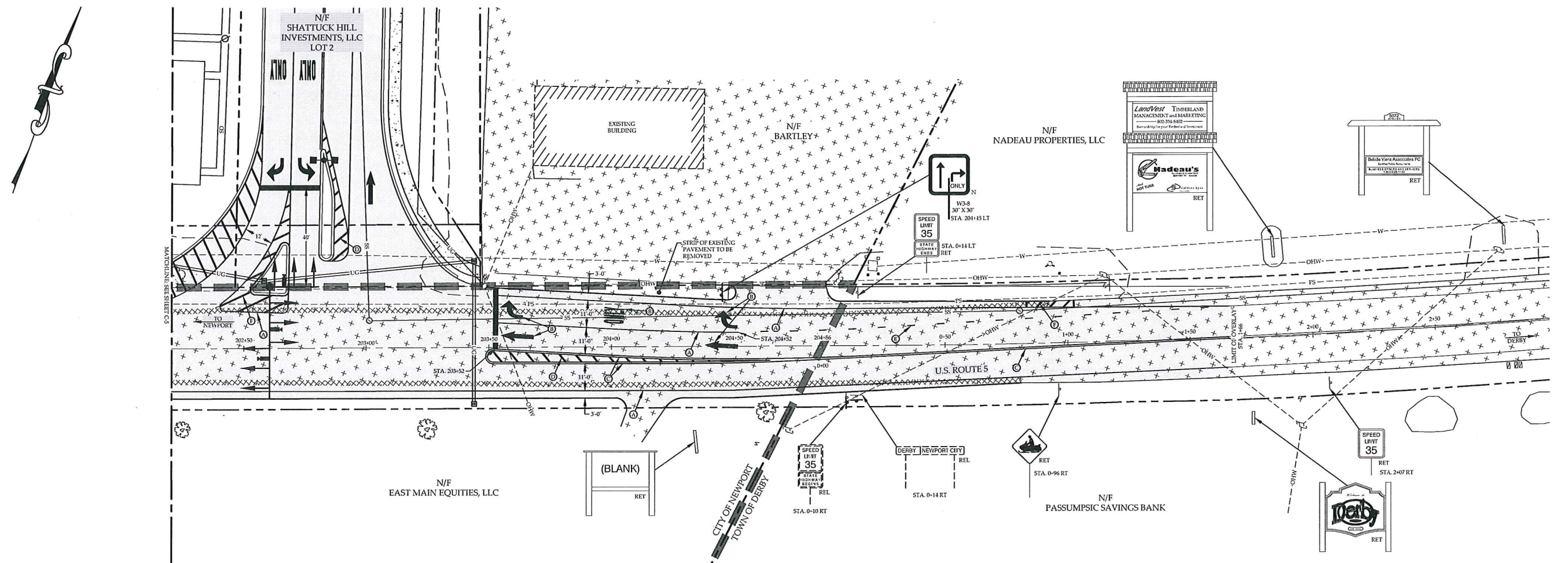
REVISION: 06/30/15 - REVISED PLAN SET PER VTTRANS COMMENTS.
 REVISION: 06/02/15 - REVISED PLAN SET PER VTTRANS COMMENTS.
 REVISION: 05/13/15 - REVISED PLAN SET PER VTTRANS COMMENTS.

TRAFFIC SIGNS & PAVEMENT MARKINGS 'A'
 SHATTUCK HILL INVESTMENTS, LLC
 U.S. ROUTE 5 PROJECT ENTRANCE
 DERBY, VERMONT

RUGGIANO
 engineering, inc.
 5 LAKE STREET
 ST. ALBANS, VERMONT 05478
 PHONE - (802) 524-9300 FAX - (802) 524-9700
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SHEET NO.
C-5
 5 OF 12 SHEETS



SIGN & MARKING PLAN 'B'
 SCALE: 1" = 20'
 Graphic Scale

ABBREVIATIONS:

- MUTCD - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, MOST RECENT EDITION
- TIS - TRAVEL INFORMATION SIGNS
- VAOT - VERMONT AGENCY OF TRANSPORTATION
- VTRANS - VERMONT AGENCY OF TRANSPORTATION
- DTA - DISTRICT TRANSPORTATION ADMINISTRATOR
- AASHTO - AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

PAVEMENT MARKING CRITERIA

- ALL PERMANENT MARKINGS SHALL BE DURABLE.
- ALL MARKINGS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND STANDARD E-191.

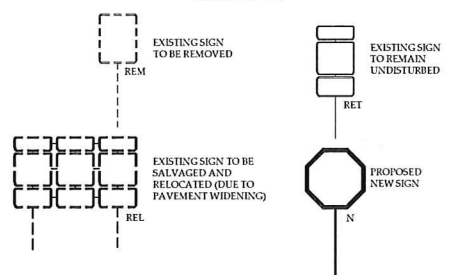
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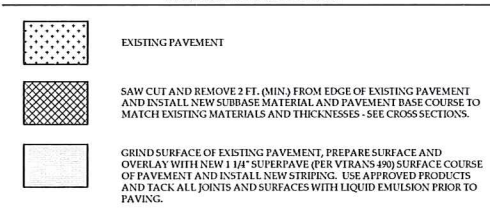
TRAFFIC SIGN AND POST CRITERIA

- △ POST TYPE AND SIZE MUST BE DETERMINED FOR EACH SIGN INSTALLATION OR RELOCATION PER VTRANS SPECIFICATIONS. CONTRACTOR SHALL SUBMIT DESIGN FOR APPROVAL.
- △ REFER TO VAOT STANDARD SHEETS NOTED ON SHEET C-1.
- △ SEE STANDARDS E-121, 123, AND 127 FOR POST DETAILS AND PLACEMENT.
- △ SEE THE MUTCD FOR ADDITIONAL SIGNING REQUIREMENTS.
- △ SIGNS ILLUSTRATED HEREON MAY NOT BE TO SCALE. REFER TO VAOT STANDARDS FOR SPECIFIC SIGN MOUNTING AND PLACEMENT DETAILS.
- △ ALL NEW SIGNS SHALL HAVE ASTM TYPE III OR IV SHEETING.

SIGN LEGEND



PAVEMENT HATCH KEY



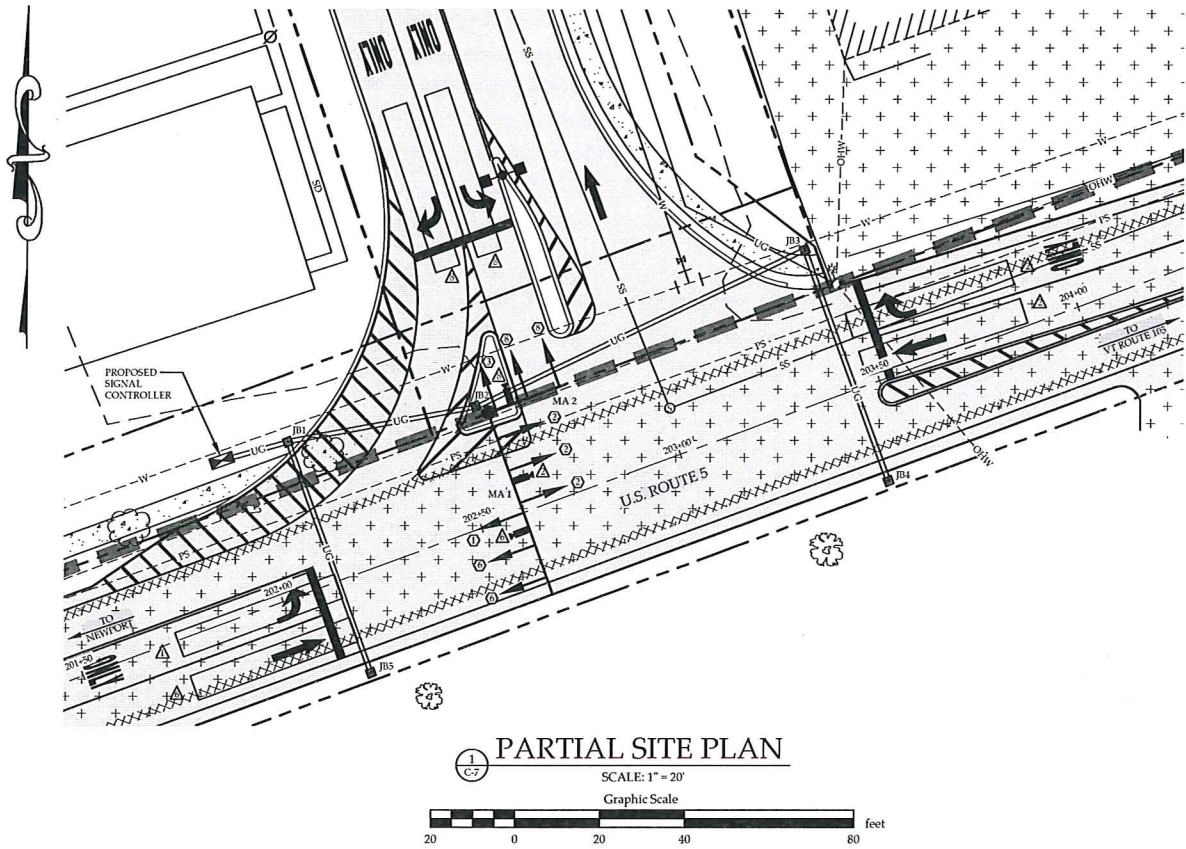
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TRAFFIC SIGNS & PAVEMENT MARKINGS 'B'
 SHATTUCK HILL INVESTMENTS, LLC
 U.S. ROUTE 5 PROJECT ENTRANCE
 DERBY, VERMONT

RUGGIANO engineering, inc.
 5 LAKE STREET
 ST. ALBANS, VERMONT 05478
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 CHECKED BY: CRC
 SCALE: 1" = 20'
 DATE: 04/06/15

SHEET NO.
C-6
 6 OF 12 SHEETS



TRAFFIC SIGNAL GENERAL NOTES

A) NEW SIGNAL EQUIPMENT

- 1) ALL SIGNAL HEADS SHALL BE 12" POLYCARBONATE. THE SIGNAL HEADS SHALL HAVE FLAT BLACK HOUSINGS AND VISORS.
- 2) ALL SIGNAL HEADS SHALL HAVE FLAT BLACK LOUVERED BACK PLATES.
- 3) THE TRAFFIC SIGNAL CONTROLLER AND RELATED EQUIPMENT SHALL BE AN ECONOLITE ASC/2-2100 (NEMA TS2) IN A NEMA P4 TRAFFIC CONTROL CABINET WITH 15" BASE EXTENSION INSTALLED AT THE LOCATION SHOWN ON THE PLANS. TRAFFIC CONTROL CABINET SHALL BE ORIENTED SUCH THAT THE DOOR DOES NOT FACE THE ROADWAY.
- 4) ALL SIGNAL HEADS SHALL HAVE RED, YELLOW & GREEN L.E.D. SIGNALS WITH A VISIBLE BEAM SPREAD OF 80 DEGREES OFF AXIS.
- 5) ALL SIGNAL EQUIPMENT SHALL BE PAINTED FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- 6) ALL SIGNAL EQUIPMENT AND MAST ARM MOUNTED SIGNS SHALL HAVE SAFETY CABLES.

B) SIGNAL OPERATION

- 1) SWITCH-OVER TO NEW SIGNAL SYSTEM SHALL NOT OCCUR DURING PEAK TRAFFIC OPERATING PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING SWITCH-OVER.
- 2) ALL SIGNALS SHALL DWELL ON THE US ROUTE 5 THROUGH MOVEMENT UNLESS OTHERWISE NOTED.
- 3) THE US ROUTE 5 THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION.
- 4) SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATION AND/OR ADDITIONAL FIELD STUDIES.

C) PULL BOXES AND JUNCTION BOXES

- 1) PULL BOXES AND JUNCTION BOXES ARE DETAILED ON STANDARD E-173. MINIMUM JUNCTION BOX SIZE SHALL BE 15" X 12" X 12", OR LARGER AS REQUIRED BY THE ELECTRICAL CODE.
- 2) THE LOGO ON PULL BOXES/JUNCTION BOXES SHALL BE "TRAFFIC SIGNAL".
- 3) ALL PULL BOXES AND JUNCTION BOXES SHALL BE INSTALLED IN ACCORDANCE WITH VTRANS' "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, SECTION 678.

D) TRAFFIC SIGNAL CONDUIT

- 1) ALL TRAFFIC SIGNAL CONDUIT SHALL BE SCHEDULE 80 PVC.
- 2) ALL TRAFFIC SIGNAL CONDUIT WORK SHALL BE PERFORMED IN ACCORDANCE WITH VTRANS' "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, SECTION 678.

E) VEHICLE STOP BAR DETECTION

- 1) VEHICLE DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
- 2) VEHICLE DETECTION AREAS SHALL EXTEND FIVE FEET PAST THE STOP BAR.
- 3) VEHICLE DETECTION SYSTEM SHALL BE ECONOLINE AUTOSCOPE DUO VIDEO DETECTOR OR WAVETRONIX RADAR DETECTOR.
- 4) SEE THE PLANS OR THE SPECIAL PROVISIONS FOR A DETAILED LIST OF EQUIPMENT.

F) MAST ARM FOUNDATIONS

- 1) FOUNDATIONS SHALL BE DESIGNED IN ACCORDANCE WITH THE MREI 10-01 GUIDELINES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SOIL BORINGS AND FOUNDATION DESIGN IN ADDITION TO FABRICATION DRAWINGS. THE BORING LOGS, DESIGN CRITERIA AND DESIGN CALCULATIONS SHALL BE SUBMITTED AS WORKING DRAWINGS IN ACCORDANCE WITH VTRANS' "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, SUBSECTION 105.03.

G) GENERAL

- 1) A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.
- 2) THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE TRAFFIC SIGNAL EQUIPMENT. THE ROUTING OF POWER TO THE INTERSECTION SHALL BE SUCH THAT THE STATE HAS FULL RESPONSIBILITY FROM THE TRANSFORMER THROUGH THE SIGNAL SYSTEM. NO INTERVENING OWNERSHIP/RESPONSIBILITY SHALL BE ALLOWED.
- 3) ALL ELECTRICAL WIRING SHALL BE DONE BY A LICENSED ELECTRICIAN AND OVERSEEN BY A MASTER ELECTRICIAN.

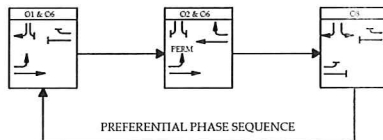
SIGNAL EQUIPMENT & INSTALLATION SPECIFICATIONS

- 1) ALL NEW EQUIPMENT SHALL MEET OR EXCEED VTRANS STANDARD SPECIFICATION 678 & 732, NEMA STANDARDS AND IMSA OR ITS SPECIFICATIONS, WHERE APPLICABLE. INSTALLATION OF SIGNAL EQUIPMENT SHALL BE AS DETAILED ON THESE PLANS AND THE VTRANS STANDARD DETAILS REFERENCED.
- 2) THE TRAFFIC SIGNAL AND ALL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE BY A MASTER ELECTRICIAN LICENSED IN THE STATE OF VERMONT. ALL ELECTRICAL EQUIPMENT AND WIRING SHALL BE UL RATED FOR ITS INTENDED USE.
- 3) THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF EACH NEW TRAFFIC SIGNAL EQUIPMENT ITEM TO THE RESIDENT ENGINEER FOR APPROVAL. SHOP DRAWING SUBMITTALS SHALL CONFORM TO VTRANS SPECIFICATIONS.
- 4) ALL POLE MOUNTED AND MAST ARM MOUNTED SIGNAL AND PEDESTRIAN HEADS SHALL HAVE POLYCARBONATE SECTIONS AND LENSES. THE SIGNAL HEADS SHALL HAVE FLAT BLACK HOUSINGS AND VISORS. BLACK LOUVERED BACKPLATES SHALL BE INSTALLED ON ALL HEADS. ALL NEW SIGNAL HEADS SHALL BE 12" L.E.D. MAST ARM MOUNTED HEADS SHALL BE MOUNTED USING THE "PREFERRED METHOD" DETAILED IN E-173C, AND SHALL ALSO BE SECURED WITH SAFETY CHAINS/CABLES.
- 5) ALL NEW MAST ARM POLES, PEDESTAL POLES, SIGNAL CONTROLLER CABINET AND MAST ARMS, SHALL BE FLAT BLACK WITH A POWDER COATING PROCESS.
- 6) MINIMUM CONDUIT SIZES SHALL BE 2.0 INCHES.

**PROPOSED SIGNAL TIMING AND PHASING DIAGRAM
US ROUTE 5 AT WALMART SITE DRIVEWAY**

			Ø1 (EB)			Ø2 (WB)			Ø3 (VB)			Ø4 (SB)			FLASH OPER.
FULLY-ACTUATED	<input checked="" type="checkbox"/>	COORDINATED	<input type="checkbox"/>	SEMI-ACTUATED	<input type="checkbox"/>	ISOLATED	<input checked="" type="checkbox"/>	PRE-TIMED	<input type="checkbox"/>	WIRE CONNECTED	<input type="checkbox"/>				
STREET	DIRECTION	HEAD	7	8	9	1	2	3	4	5	6	10	11	12	
US ROUTE 5	EB	6	R	R	R	G	Y	R	R	R	R	R	R	R	FY
US ROUTE 5	EB	1	←G←	←Y←	R	FY	Y	R	R	R	R	R	R	R	FR
US ROUTE 5	WB	2	R	R	R	R	R	R	G	Y	R	R	R	R	FY
WALMART DRIVEWAY	SB	3	R←G←	R←Y←	R	R	R	R	R	R	R	G←G←	Y←Y←	R	FR
WALMART DRIVEWAY	SB	8	R	R	R	R	R	R	R	R	R	G	Y	R	FR
MINIMAL GREEN			8			8			8			8			EMERGENCY
EXTENSION			3			4			4			3			
MAX 1 OFF PEAK (ALL OTHER TIMES)			11			58			41			20			
MAX 2 6:00 AM - 10:00 AM			11			58			41			20			
MAX 3 3:00 PM - 7:00 PM			11			57			39			21			
CHANGE				4	2		4	2		4	2		3	3	
RECALL			NONE				SOFT				NONE				
MEMORY			NONLOCKING				NONLOCKING				NONLOCKING				
COORDINATION TIMING			CYCLE LENGTH		OFFSET PERCENT		OFFSET SECONDS								
MAX 1 OFF PEAK (ALL OTHER TIMES)			-		-		-		-		-		-		
MAX 2 6:00 AM - 10:00 AM			-		-		-		-		-		-		
MAX 3 3:00 PM - 7:00 PM			-		-		-		-		-		-		

DETECTOR DATA						
DETECTOR GROUP NO.	DETECTOR NO.	NO. SECTION/ SIZE	OPERATIONS	EXTENSION (SECONDS)	CALL DELAY (SECONDS)	CALL PHASE
▲	6	1 - 6' x 40'	PRESENCE	0	5	Ø1
▲	2	2 - 6' x 40'	PRESENCE	0	0	Ø2
▲	6	1 - 6' x 40'	PRESENCE	0	0	Ø6
▲	8	2 - 6' x 40'	PRESENCE	0	5	Ø8



CONTINUED

- 7) THE CONTROLLER SHALL BE AN ECONOLITE BRAND ASC/2-2100 (TS-2 TYPE 2) CONTROLLER PLACED IN AN ECONOLITE P4 GROUND MOUNTED CABINET AT THE LOCATION SHOWN ON THIS PLAN. A GPS CLOCK AND SPARE DATA KEY WILL BE PROVIDED. THE CONTROLLER SHALL BE PROGRAMMED AND BENCH TESTED PRIOR TO DELIVERY AS PER VTRANS SPECIFICATIONS.
- 8) THE DWELL PHASE (US ROUTE 5) SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION.
- 9) THE CABINET SHALL BE PAINTED FLAT BLACK FINISH WITH A POWDER COATING PROCESS.
- 10) THE PROJECT INCLUDES THE INSTALLATION OF A VEHICLE STOP BAR DETECTION SYSTEM. THE SYSTEM SHALL INCLUDE:
 - A. APPROVED STOP BAR DETECTORS.
 - B. ALL VEHICLE STOP BAR DETECTION EQUIPMENT SHALL INCLUDE ALL MOUNTING HARDWARE.
 - C. INSTALLATION INCLUDES ALL LABOR, MATERIAL, EQUIPMENT AND SIGNAL CONTROLLER PROGRAMMING REQUIRED TO COMPLETE THE INSTALLATION AND MAKE IT FULLY OPERATIONAL.
- 11) SIGNAL TIMINGS SHOWN ON THESE PLANS MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATIONS. FINAL ACCEPTANCE OF THIS PROJECT BY THE OWNER AND THE CITY OF NEWPORT WILL BE SUBJECT TO A 30-DAY TEST PERIOD, DURING WHICH ALL ADJUSTMENTS SHALL BE MADE AND EQUIPMENT PROBLEMS CORRECTED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
- 12) UPON COMPLETION OF THE 30-DAY TEST PERIOD, THE CONTRACTOR SHALL PROVIDE TO THE RESIDENT ENGINEER AND VTRANS UPDATED SIGNAL TIMING PROGRAMMING SHEETS SHOWING ALL MODIFIED SETTINGS IF ANY.

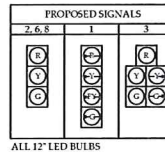
CONDUIT SCHEDULE	WIRED 2" CONDUIT	DESCRIPTION
UTILITY POLE TO CONTROLLER	7	P
CONTROLLER TO JB1	25 x 3	S
JB1 TO JB2	45 x 3	S
JB2 TO MA 1	10	S
JB2 TO JB3	90	S
JB3 TO JB4	60	S
JB1 TO JB5	65	S

P= POWER
S= SIGNAL WIRE

MAJOR ITEMS REQUIRED	
QUANTITY	DESCRIPTION
1	20' MAST ARM ASSEMBLY
1	45' MAST ARM ASSEMBLY, BASE & FDN.
7	SIGNAL HEAD, 3 SECTION, 12" LENSES
1	SIGNAL HEAD, 4 SECTION, 12" LENSES
1	SIGNAL HEAD, 5 SECTION, 12" LENSES
3	VEHICLE STOP BAR DETECTORS
1	DETECTION PROCESSOR
5	JUNCTION BOX
1	TRAFFIC SIGNAL CONTROLLER
1	CONTROLLER CABINET & FOUNDATION

PLUS ALL MISCELLANEOUS EQUIPMENT, MATERIAL, AND LABOR NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL.

** THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE, ETC. ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.



ALL 12" LED BULBS

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REVISION: 05/13/15 - REVISED PLAN SET PER VTRANS COMMENTS.

TRAFFIC SIGNAL LAYOUT & NOTES
SHATTUCK HILL INVESTMENTS, LLC
U.S. ROUTE 5 PROJECT ENTRANCE
DERBY, VERMONT

RUGGIANO
engineering, inc.

PROJECT NO. 05130.1
DRAWN BY: JGE
CHECKED BY: CRC
SCALE: 1" = 20'
DATE: 04/06/15

SHEET NO.

C-7

7 OF 12 SHEETS

CONLEY
ASSOCIATES

349 Lakewood Drive
Killington, VT 05751 (802) 345-2321
www.ConleyAssociates.com



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REVISION: 05/13/15 - REVISED PLAN SET PER VTRANS COMMENTS.

CROSS SECTIONS
SHATTUCK HILL INVESTMENTS, LLC
U.S. ROUTE 5 PROJECT ENTRANCE
DERBY, VERMONT

RUGGIANO
Engineering, inc.

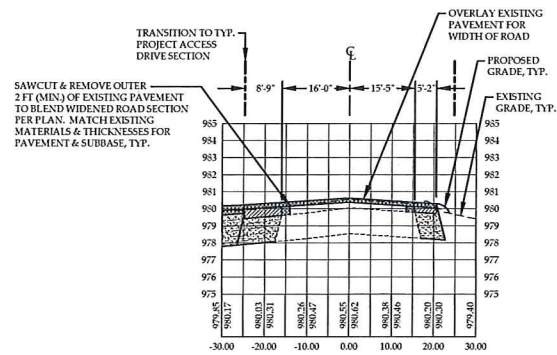
5 LAKE STREET
ST. ALBANS, VERMONT 05478
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PROJECT NO.....05130.1
DRAWN BY.....JGE
CHECKED BY.....CRC
SCALE.....AS NOTED
DATE.....04/06/15

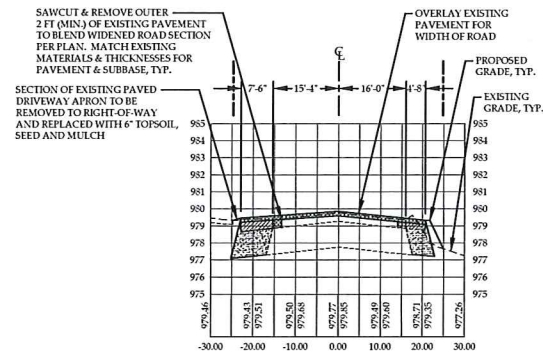
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C-8

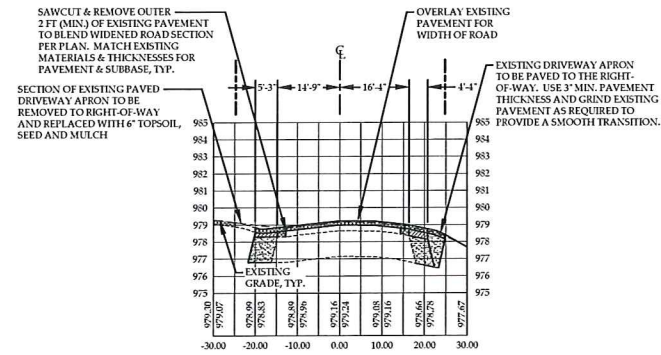
8 OF 12 SHEETS



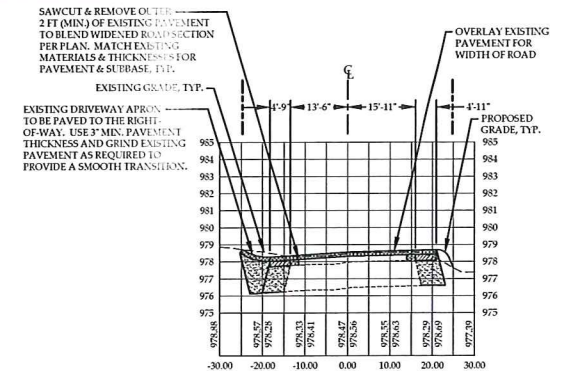
1 CROSS SECTION: STA. 203+23
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'



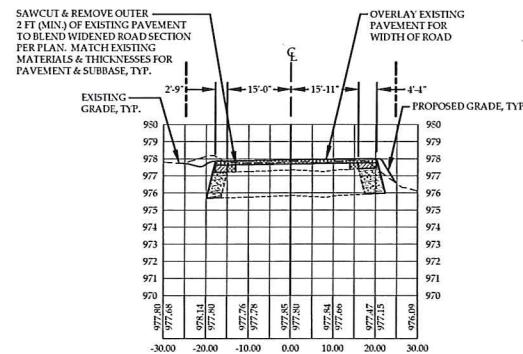
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HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'



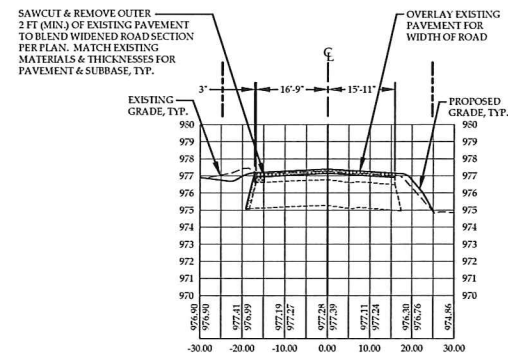
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HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'



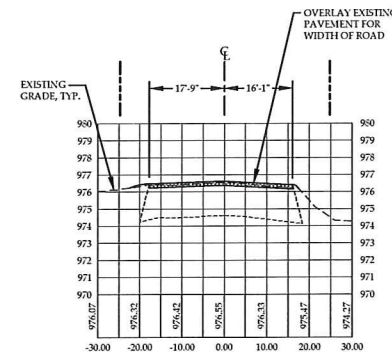
4 CROSS SECTION: STA. 204+73
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'



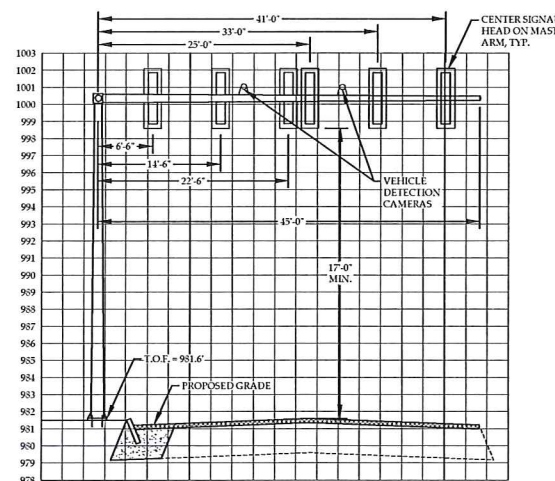
5 CROSS SECTION: STA. 0+37
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'



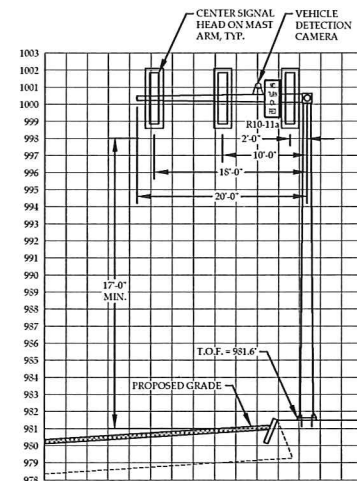
6 CROSS SECTION: STA. 0+87
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'



7 CROSS SECTION: STA. 1+37
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'



8 CROSS SECTION: MA-1
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'



9 CROSS SECTION: MA-2
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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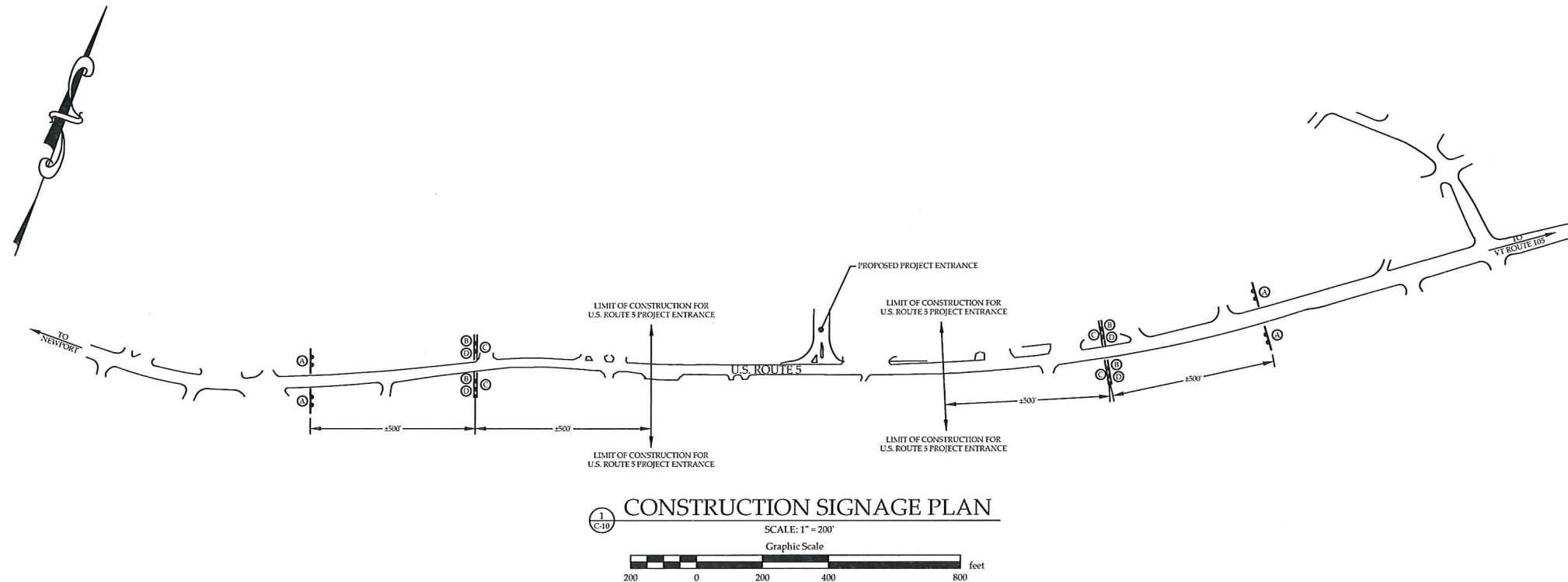
REVISION: 06/30/15 - REVISED PLAN SET PER VTRANS COMMENTS.
REVISION: 06/05/15 - REVISED PER MEETING WITH VTRANS.
REVISION: 06/02/15 - REVISED PLAN SET PER VTRANS COMMENTS.
REVISION: 05/11/15 - REVISED PLAN SET PER VTRANS COMMENTS.

CROSS SECTIONS
SHATTUCK HILL INVESTMENTS, LLC
U.S. ROUTE 5 PROJECT ENTRANCE
DERBY, VERMONT

RUGGIANO
engineering, inc.
5 LAKE STREET
ST. ALBANS, VERMONT 05478
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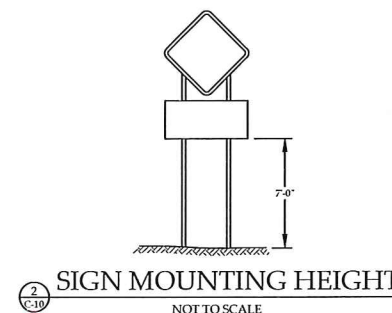
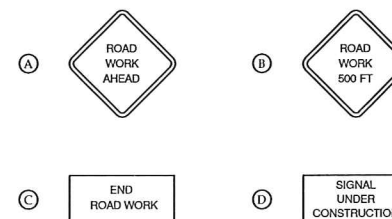
TRAFFIC CONTROL NOTES:

- 1) DURING CONSTRUCTION TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. AT THE DISCRETION OF THE DISTRICT TRANSPORTATION ADMINISTRATOR (OR OTHER DESIGNATED AGENCY REPRESENTATIVE), UNIFORMED TRAFFIC CONTROL OFFICERS SHALL DIRECT TRAFFIC. IF THE SIGNAL IS NOT IN REGULAR OPERATION, FLAGGERS MAY BE USED TO STOP AND RELEASE TRAFFIC.
- 2) NO WORK SHALL BE DONE WITHIN THE HIGHWAY R.O.W. WITHOUT THE APPROPRIATE CONSTRUCTION SIGNING IN PLACE.
- 3) TRAFFIC CONTROL SIGNING AND CHANNELIZING DEVICES SHALL BE IN ACCORDANCE WITH APPROPRIATE VTRANS STANDARD DRAWINGS AND THE MUTCD. WHERE CONFLICTS EXIST, THE LATEST EDITION OF THE MUTCD SHALL GOVERN.
- 4) CONSTRUCTION APPROACH SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. WHEN THEY ARE INSTALLED, THEY SHOULD REMAIN UNTIL COMPLETION OF THE PROJECT. OTHER SIGNING SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE OR CONTRADICTORY TO CONSTRUCTION SIGNAGE.
- 5) VARIATIONS IN THE SIGNING PACKAGES MAY BE DICTATED BY UNIQUE GEOMETRY AND/OR TRAFFIC CONDITIONS.
- 6) IF APPLICABLE, COORDINATE CONSTRUCTION SIGNING WITH OTHER CONSTRUCTION PROJECTS SO AS NOT TO DUPLICATE OR CONTRADICT OTHER SIGNING.
- 7) UNIFORM TRAFFIC CONTROL OFFICERS SHALL DIRECT TRAFFIC WHENEVER REQUIRED. THE WEARING OF DEPARTMENTALLY REQUIRED AND APPROVED REFLECTIVE GARMENTS IS REQUIRED.
- 8) FLAGGERS ARE ALLOWED TO STOP AND RELEASE TRAFFIC AS INDICATED IN THE CURRENT MUTCD, SECTION 6E.04 FLAGGER PROCEDURES. FLAGGERS MAY NOT CONTROL AN INTERSECTION.
- 9) THE CONTRACTOR SHALL SUPPLY A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO COMMENCING CONSTRUCTION.

TEMPORARY CONSTRUCTION SIGNS SHALL MEET THE FOLLOWING REQUIREMENTS:

- 10) ALL SIGN STANDS AND POST INSTALLATION SHALL BE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP) COMPLIANT.
- 11) AS A MINIMUM, ROLL-UP SIGN MATERIAL SHALL HAVE ASTM D 4956-01 TYPE VI FLUORESCENT ORANGE RETROREFLECTIVE SHEETING.
- 12) ALL POST MOUNTED SIGNS SHALL HAVE ASTM D 4956-01 TYPE VII OR TYPE VIII OR TYPE IX FLUORESCENT ORANGE RETROREFLECTIVE SHEETING.
- 13) ALL TRAFFIC CONES, BARRICADES AND BARRELS SHALL BE A MINIMUM ASTM TYPE III RETROREFLECTIVE SHEETING.
- 14) ALL STATIONARY SIGNS SHALL BE MOUNTED ON 2" SQUARE STEEL POSTS. NO SIGN POSTS SHALL EXTEND OVER THE TOP EDGE OF SIGN INSTALLED ON SAID POSTS.
- 15) PRIOR TO PLACING TEMPORARY WORK ZONE SIGNS ON THE PROJECT, THE CONTRACTOR MUST FURNISH FOR THE ENGINEER'S APPROVAL A DETAIL FOR TEMPORARY WORK ZONE SIGNS ON STEEL POSTS SHOWING STUBS PROJECTING A MAXIMUM OF 100MM (4 INCHES) ABOVE GROUND LEVEL AND BOLTS FOR SIGN POST ATTACHMENT SHALL BE NCHRP 350 COMPLIANT, IF IN THE CLEAR ZONE.
- 16) FLAGGERS SHALL BE REQUIRED TO ATTEND A 4 HOUR APPROVED TRAINING COURSE. THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH COPIES OF ALL DOCUMENTATION OF THE CERTIFICATION OBTAINED FOR EACH FLAGGER ON THE PROJECT.
- 17) ALL FLAGGERS OR UNIFORMED TRAFFIC OFFICERS SERVING AS A TRAINED FLAGGER SHALL WEAR SAFETY APPAREL MEETING REQUIREMENTS OF USE A "AMERICAN NATIONAL STANDARD OF HIGH VISIBILITY APPAREL" AND LABELED AS MEETING THE ANSI-H-107-2004 STANDARD PERFORMANCE FOR CLASS 2 RISK EXPOSURE. INDIVIDUALS ENGAGED IN TRAFFIC CONTROL SHALL WEAR THE HIGH-VISIBILITY VEST WITH "TRAFFIC CONTROL" VISIBLE, WITHOUT EXCEPTION.
- 18) "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR STREETS AND HIGHWAYS AS AMENDED SHALL BE THE STANDARDS FOR ALL TRAFFIC CONTROL SIGNS, SIGNALS AND MARKINGS WITHIN THE STATE. EXISTING SIGNS, SIGNALS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
- 19) NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
- 20) ANY NEW SIGN INSTALLATIONS MUST NOT INTERFERE OR OBSTRUCT EXISTING TRAFFIC CONTROL DEVICES AND SHALL BE SPACED ACCORDING TO THE MUTCD AND/OR STATE STANDARDS.

CONSTRUCTION APPROACH SIGNING:



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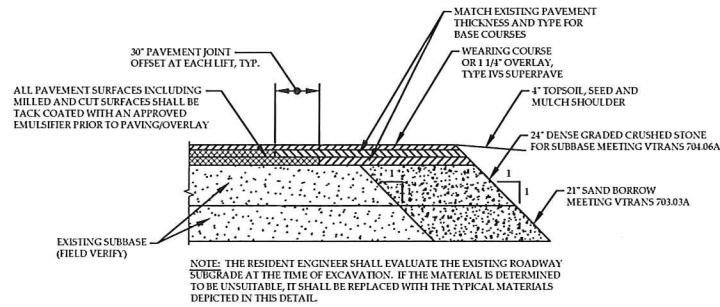
CONSTRUCTION SIGNAGE PLAN
SHATTUCK HILL INVESTMENTS, LLC
U.S. ROUTE 5 PROJECT ENTRANCE
DERBY, VERMONT

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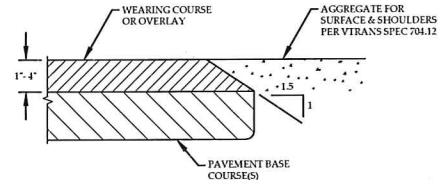
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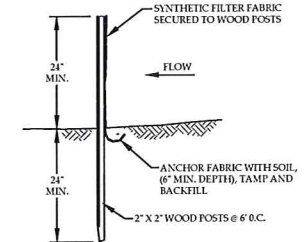
11 OF 12 SHEETS



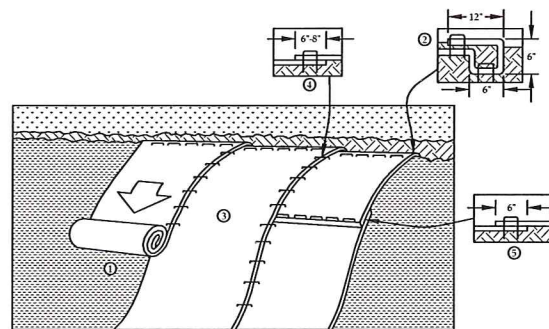
TYPICAL PAVEMENT WIDENING SECTION
NOT TO SCALE



PAVING "SAFETY EDGE"
NOT TO SCALE

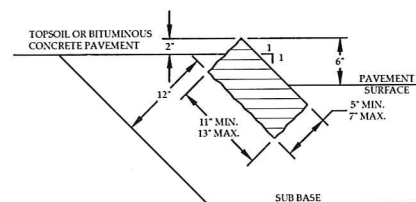


SILT FENCE DETAIL
NOT TO SCALE



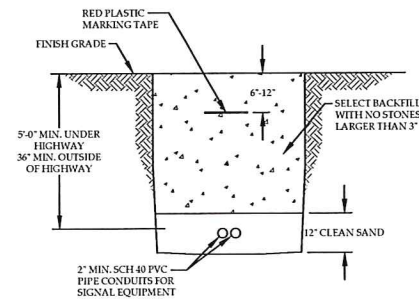
- NOTES:**
- 1) PREPARE SOIL BEFORE INSTALLING EROSION CONTROL BLANKET (ECB) INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER AND SEED.
 - 2) BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE ECB IN A 6" DEEP, 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.
 - 3) ROLL THE BLANKET DOWN THE SLOPE. BLANKET WILL UNROLL WITH THE APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
 - 4) THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 6" - 8" OVERLAP DEPENDING ON BLANKET TYPE.
 - 5) CONSECUTIVE BLANKETS SPliced DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 6" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE BLANKET WIDTH.
 - 6) IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKET.
 - 7) THE USE OF WELDED PLASTIC MATTING IS NOT PERMITTED. ALL EROSION CONTROL MATTING MUST BE BIODEGRADABLE AND DEGRADE IN 6-24 MONTHS, DEPENDING ON THEIR MAKEUP.

EROSION CONTROL BLANKET - SLOPE INSTALLATION
NOT TO SCALE



- NOTES:**
1. EDGING TO BE PLACED PRIOR TO PLACING TOP SURFACE COURSE.
 2. JOINTS BETWEEN STONES TO BE MORTARED.
- * HEIGHT NOT TO EXCEED 4" WHEN CURBING IS INSTALLED ADJACENT TO GUARDRAIL.

GRANITE SLOPE EDGING
NOT TO SCALE



UTILITY TRENCH
NOT TO SCALE

PERMIT # _____
RECEIVED
JUL 01 2015
PERMITTING SERVICES

REVISION: 06/00/15 - REVISED PLAN SET PER VTRANS COMMENTS.
REVISION: 06/02/15 - REVISED PLAN SET PER VTRANS COMMENTS.
REVISION: 05/13/15 - REVISED PLAN SET PER VTRANS COMMENTS.

SITE DETAILS
SHATTUCK HILL INVESTMENTS, LLC
U.S. ROUTE 5 PROJECT ENTRANCE
DERBY, VERMONT

RUGGIANO
engineering, inc.
5 LAKE STREET
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PROJECT NO. 05130.1
DRAWN BY: JGE
CHECKED BY: CRC
SCALE: AS NOTED
DATE: 04/06/15

SHEET NO.
C-12
12 OF 12 SHEETS